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FEBRUARY 4TH—

PYGMALION.

FEBRUARY 5TH—

A BILL OF DIVORCEMENT.

FEBRUARY 7TH—

THE DOUBLE EVENT.

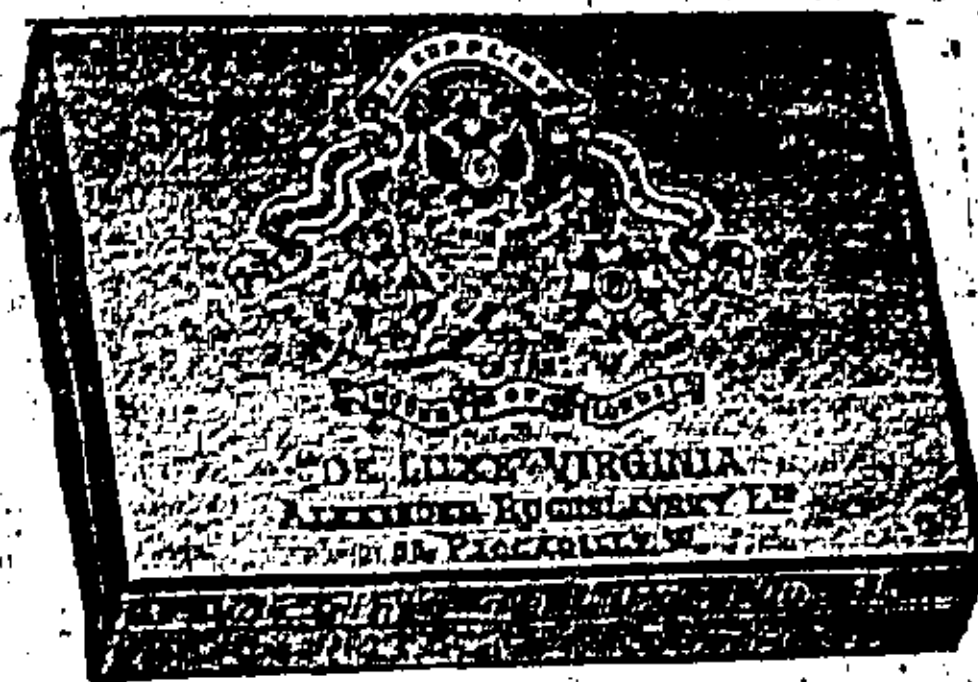
FEBRUARY 8TH—

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PICCADILLY

JAPAN AND SIBERIA.

STRONG COMMUNIQUE BY JAPANESE
FOREIGN OFFICE.

The Foreign Office, Tokyo, has published a communiqué concerning the Far Eastern Siberia to the following effect:—Japan has had to station troops in Far Eastern Siberia under unavoidable circumstances, but has maintained an attitude of strict neutrality to all Russian affairs, hoping for an early withdrawal of the troops upon the restoration of political stability to Far Eastern Russia. A faction of Russians has been putting a wrong interpretation upon Japan's doings whenever the situation has turned unfavourably to them. They have even gone to the length of weaving fabricated stories. What can be their motives is past conjecture.

When a political coup took place at Vladivostok last May, resulting in the elimination of the Chita influence from that district, the same Russians declared that the Japanese troops supported the White Guard.

The opening of the Dairen Conference, the secret visit of M. Chetrin to Vladivostok, the refusal of the Japanese troops to supply the Merklouff troops with arms, etc., have given the lie to the above declaration. In fact, the Japanese troops have unwaveringly preserved an impartial front. At the political coup last May, Japan's fair and unbiased attitude was recognized by the Chita representatives at Vladivostok.

As the White Guard has been operating successfully of late in the Littoral Provinces, the same old cry of Japan's support of the White Guard has been raised again. Moreover, the people's assembly at Chita passed a circular address to the Governments of the Powers. Foreign Minister Janson, too, is reported to have openly attacked Japan's attitude. That all these things were done to further their own interests, with utter disregard of truth, leaves no room for doubt, seeing what the attitude of the Japanese Government and troops has been. A few of the wrong versions of incidents, as contained in the above address, may be mentioned:—

(1.)—The Japanese troops are made out to have destroyed Nikolaievsk and cut off the water supply in the Amur. This is a barefaced lie. In fact the Bolsheviks annihilated all the Japanese at Nikolaievsk in the most monstrous manner unheard of in the annals of men. They then set fire to the city before the Japanese reinforcement arrived; sank large rocks in the Amur to stop the water supply; and fled northward. The first thing done by the Japanese reinforcement at Nikolaievsk was to alleviate the sufferings of the Russians and to restore the water supply.

(2.)—It is preposterous to charge the Japanese troops with supplying the White Guard with arms in order that disarmed forces might be raised to give a good excuse for keeping the Japanese troops. Japan's sole wish is to see the Russians stop their internal strife early, and to see political stability restored to Far Eastern Russia, so that the Japanese troops might be withdrawn.

The Japanese troops, in response to the request of the consular body at Vladivostok, have been supplying the minimum store of arms absolutely necessary for the protection of the people, and have handed none beyond the stated quantity named for the local need. Never have they supplied any arms to the White Guard. This is all very plain from the attacks made on Japan by the Merklouff Government. The recent activity of the White Guard has nothing whatever to do with Japan. It is said that they have gained power by the help given by the Russian farmers and also with the arms taken from the Red Guard.

(3.)—Next, it is another piece of utter falsehood that Japan demanded the cession of territory along the Gulf of Tartary at the Dairen Conference, and has filed a demand practically amounting to the possession of Russian Far East.

The chief object of the Dairen Conference is to preserve order in the Russian Far East to protect life and property and the means of communications, and to evacuate the Littoral on securing a suitable guarantee for the removal of the menace to Japan, freedom of trade and industry, etc.

(4.)—Only recently at the Washington Conference the delegates of the Chita Republic have circulated a report that Japan and France have concluded a secret agreement to make Siberia a virtual protectorate of Japan by assisting the followers of Ungern and Semenov. They have further published what they claim to be the secret agreement with the documents.

The above are all forged papers prepared with a malicious intent. Neither the Japanese Government, nor any of its officials has ever negotiated with either the French Government or any other party over any issue alleged above. The same forged papers were published by the Soviet Government last November, and the Japanese Government filed a strong protest with the Chita Government through the Chita delegates at the Dairen Conference. It is a most iniquitous international offence to circulate such false reports and to sow the seeds of distrust and alarm, an offence which the Powers will not certainly overlook.

SUGAR PRODUCTION IN AUSTRALIA.

The general superintendent of the Bureau of Sugar Experiment Stations (Mr. Easterby) announced at Brisbane (9.6.21) that, according to present indications, 250,000 tons of sugar would be harvested in Queensland during the coming season. If this output was realised it would be the best year that Queensland had seen for sugar production with the exception of 1917, when the yield was 307,000 tons. Mr. Easterby expressed the opinion that it may not be necessary to import sugar to make any slight deficiency in Australia, as there was still a balance from previous importations.

SAVING OF £195,000,000.

GEDDES COMMITTEE'S
PROPOSALS.

The Economy Committee, presided over by Sir Eric Geddes, have unanimously agreed on their interim report, and have presented it to the Chancellor of the Exchequer. This interim report, together with the final one to be presented in January, is intended to effect economies of £195,000,000 in the public services, says a correspondent. The original desire was for £120,000,000 or £130,000,000, but more was required, the position being worse than in the spring.

PERIL OF BANKRUPTCY.

The Committee consider that a reduction approaching £300,000,000 must be made, or the country will be in danger of bankruptcy. In addition to the Admiralty, War Office, Air, Education, Labour and Health Ministries, the interim report deals with the Old Age Pensions, and War Pensions services. It will be hailed with relief that the Committee do not propose any reduction whatever in Old Age Pensions, which they consider should continue on their present scale. In regard to the payments and administration of war pensions, proposals are made which would effect a saving of several million pounds.

MINISTRY OF DEFENCE.

Recommendations are made for co-ordinating some of the services of the Admiralty, War Office, and the Air Ministry. Such Ministry of Defence services, if established on the new basis proposed, would effect large reductions in the cost of supplies and equipment, and the numbers of staffs. In respect of the Admiralty, large proposals are made for the scrapping of ships of the different categories.

SCRAPPING OF SHIPS.

The building of the four Hood battleships having been stopped by the Washington agreement, the proposal is now made, I understand, that the building of several minor ships contemplated should be stopped. The further scrapping of the older ships recommended would make, of course, a corresponding reduction in the personnel and the naval reserves. The total Army economies proposed would, I hear, amount to a saving of about £20,000,000. The Committee have based their recommendations on a reduction of man-power, leaving it, I gather, to the authorities to work out the details. That is to say, they do not recommend that this or that regiment should be disbanded, although in effect their proposals would, perhaps, result in the merging of two cavalry divisions into one; in the reduction of the Household Brigade, perhaps to two regiments; and the reduction of horse and field batteries and garrison artillery, as well as infantry.

TROOPS IN MESOPOTAMIA.

They propose, in effect, that we should have a smaller Army, and this, if carried out, would doubtless affect our establishments in Mesopotamia and elsewhere. Such reductions, if made, would bring in their train corresponding economies in barracks and depots. It was stated that both in the naval and military services there is still a war atmosphere and equipment. In such military education as is carried on now, as it was on the verge of another great war, reductions will be proposed. It may be noted that we are actually spending now £4,500,000 a year on scientific research for the latest deadly devices in war, as against £300,000 before the war. The Air Service will doubtless have to put up a fight again for a separate existence.

EMPLOYMENT EXCHANGES.

The Committee consider the Labour Ministry an expensive service. They find that the Employment Exchanges exist in order to administer the large unemployment relief which the depressed state of industry necessitates. They no longer exist for their original purpose as Labour Exchanges. The report will show that a great economy could be made if some other special machinery could be used for this administrative relief; although, presumably, until it is devised, in our present emergency the exchanges must function. A considerable reduction in the number of the exchanges has already been anticipated.

EDUCATION ECONOMY.

The Education Ministry may prove to be a storm centre. The report does, I understand, recommend actual reductions in the grants to secondary education. For instance, the Universities Grants Commission, which administered grants of £2,000,000 to Universities and colleges last year, is to be subject to a 20 per cent. reduction. A reduction of the total expenditure of the Education Ministry is, I believe, recommended, and will be resisted.

At the Ministry of Health, where many effective economies have already been made by Sir Alfred Mond, including the scrapping of the expensive housing schemes, there has not been a wide field for reductions. But one proposal which the Committee had under consideration, and which may figure in their report, was that there should be a unification of the administration of Health Insurance and Unemployment Insurance. This, if carried out, would mean a great economy in staffs and expenditure.

AUSTRALIAN MEAT PRICES.

We have just seen a private letter from a meat salesman in Brisbane, dated November 14th. It gives the prices in Sydney at that date as follows:

	Pence.	Cents.
Ox bodies	2d. to 2½d.	7½ to 10
Ox hinds	2½d. to 4d.	9 to 13
Ox fore	1d. to 1½d.	4 to 5
Cow bodies	1½d. to 2½d.	6 to 8
Cow hinds	2½d. to 3d.	8 to 11
Cow fore	1d. to 1½d.	4 to 5
Lamb	4d. to 4½d.	13 to 16
Wether Mutton	2½d. to 3½d.	9 to 12

The public can make its own comments.—*Straits Times*.
A quite recent issue of the *Sydney Morning Herald* reported beef to be selling in some parts of Australia at 1d. a pound.

CHINA AND JAPAN AT WASHINGTON.

COL. REPPINGTON ON THE ATTITUDE
OF THE DELEGATIONS.

In the course of a survey of events at Washington, Lieut.-Col. Reppington writes to the *Morning Post*: No Power was more vitally interested in the whole of American agenda than Japan, and her attitude was at first a matter of doubt. She brought a strong contingent to Washington under Admiral Baron Kato, a man of very considerable force of character. Her technical delegates and staffs covered a good part of the floor of the Conference hall. Some fifty or more journalists from Japan appeared, and every question was studied with profound attention. Japan came to Washington under suspicious caused by her actions towards China in 1915 and 1916, and took the earliest opportunity to allay these suspicions. While holding to her indisputable rights won by conquest and confirmed by treaty, and while stating that she held to a navy adequate for defence, she displayed a spirit of conciliation and the utmost frankness in the conversations of her seamen on naval affairs. She accepted Senator Root's principles respecting China, agree with real generosity to accept the good offices of England and America for settling her dispute with China about Shantung, and accepted the American naval programme in principle, reserving at first only the question of replacements for discussion.

It was soon seen, in short, that Japan appreciated the sincerity of the naval policy of the United States, as well as the validity of Senator Root's China principles, which were founded on a thorough study of the actual treaties contracted between foreign States and China. She went with the rest of us in her readiness to abandon certain rights as soon as China was ready to administer and keep order in Chinese territory, and accepted without enthusiasm, but also without demur, the merging of her alliance with us into a quadruple bond. By her conciliatory and amiable disposition and by her frankness she showed a plain desire not to break with the Western Powers, but to march with them, and by this wise behaviour regained the respect which her attitude in 1915 and 1916 had done so much to forfeit. The wisdom of her Government and her delegates went for much towards the success of the Conference, and we must accord to them full credit for this happy result.

China was the bad boy of Dame Columbia's school. Everything in the American programme was designed to accomplish the rehabilitation of China and to restore her political and administrative independence, yet the greatest obstacle to the fruition of this useful purpose was China herself. We have known in the past really great Chinamen, statesmen well-mannered in their craft, and models of sagacity. There were no such men in the Chinese delegation, but only a set of Western-trained and youthful individuals, who made themselves a perfect nuisance, quarrelled with each other, were perpetually threatening to leave Washington, were insulted by Chinese students, who called them traitors, and were, of course, denounced by the South China Mission from Canton as men sold to Japan.

While Japan accepted Anglo-American good offices about Shantung, the Chinese denounced the idea at first, oblivious of the fact that Powers who signed the Versailles Treaty were bound to support Japan in her claims. The Chinese impeded every American effort to promote their cause, and it became at last clear that it would be of positive advantage to China were her delegates to leave. China wanted everything, and wanted it at once, even when nothing was ready to replace the foreign services in China. Great latitude was allowed to her, partly because America compared her own long efforts to promulgate her own Constitution in her early days of independence with those of the new Republic in China, and partly because the other Powers were full of good intentions and made similar and other allowances.

But everyone knew and recognised that there was no stable Government in China, that power rested with the Provincial Governors, who did as they pleased, and that the only reasonable line of action short of allotting to one Power or more the duty of reconstructing China, was for all to make mutual promises of disinterestedness, and to abandon a number of leases, guards, customs, rules, rights, and interests when China was ready to take them over herself. The only alternative was to leave China in confusion, worse confounded than the Conference found her, and that would have been a sorry result for the Powers and for China. Thanks to the solicitude of all the Powers, and especially of the United States, China could rightly have posed as the country which gained most from the Conference, and it was only thanks to the incompetence of her delegation that she appeared in any other light. All the time she seemed determined to prove that she was quite unfit to receive the benefits which the Powers were anxious to confer upon her.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tram-car the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central—*Adv.*

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per steamer "THESEUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, January 24th, 1922 [276]
VERENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ
(United Netherlands Navigation Co.)
HOLLAND-OST AZIE LIJN
(HOLLAND-ASIA LINE).

NOTICE TO CONSIGNEES

FROM ROTTERDAM, HAMBURG,
BREVEN, GENOA AND LISBON.
The Steamship

"ALDAB" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 2nd February, 1922 will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 1st February, 1922 at 10 A.M. by Messrs. Goldard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the Underwriter in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN.

General Agents.

Hongkong, 26th January, 1922. [284]
THE EAST ASIATIC COMPANY, LTD.,
COPENHAGEN.

THE M/S "AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th February, 1922 will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th February, 1922 at 10 A.M.

All Claims must reach us before the 6th February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by MANNESS & BACKHOUSE, LTD.,
Agents.

Hongkong, 31st January, 1922 [308]
TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES

ss. "TENYO MARU" VOY. 66 OUT
FROM SAN FRANCISCO VIA HONOLULU
JAPAN PORTS & SHANGHAI.

NOTICE IS HEREBY GIVEN that the above steamer is due to arrive in port this morning, and owing to the cargo cooler and lighter men strike, cargoes, except the suite on board her cannot be discharged on arrival. In view of the necessity of sending the "TENYO MARU" to dry dock at Taikeo Dockyard for repairing and bottom painting, etc. on the 2nd February, Consignees are hereby notified that if the strike is not settled before that date, she will proceed to dry dock with her cargoes on board. Should the strike be settled during the time of loading, cargoes will be discharged immediately after she is undocked. Storage expenses will be assessed one week from the date the strike is settled, and date of examination of damage cargo will be advised later.

Y. TSUTSUMI,

Manager.

Hongkong, February 1st, 1922. [312]

"BEN" LINE STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO
LONDON & STRAITS.

THE Steamship "BENVOOR"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Feb., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th Feb., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Feb., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 31st January, 1922. [313]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

CONSIGNEES of cargo for Hongkong per steamer "DEMODOCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong has been landed at Singapore and consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought on to the Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, January 24th, 1922 [275]

THE SEAMEN'S STRIKE.

STERN WARNING ISSUED.

The problem of the hour, in regard to the strike, is how to bring the opposing parties together so that an attempt can be made to arrive at a settlement. This is the question that is puzzling the man in the street and it evidently presents difficulties, too, for those in power and authority. Probably no one expects the seamen to go back to work pending a settlement; most people would be content, for the time being, to see arbitration in progress, though it would be far better, of course, if the wheels of commerce were allowed to revolve meanwhile. The regrettable fact is that so many days have gone by without bringing the settlement any nearer and with commerce being held up into the bargain.

It is nearly a week since the ship-owners replied to the Seamen's Union that they were ready to meet delegates to arrange the preliminaries of arbitration, but still no reply has been received from the men's leaders at Canton. Prominent officials of the Secretariat for Chinese Affairs were in Canton some days ago, but latterly that city, which is the real battle-front in this dispute, seems to have been strangely neglected. The hour is crying out for the man, for some member of the Chinese community who has the confidence of the workers and who will go to Canton, have a heart-to-heart talk with the men's leaders and get them to see that they have nothing to fear from a round table conference but, on the contrary, everything to gain; that the word of the British Government is its bond and that the workers will have fair play.

The efforts being made by the strikers to involve all workers having anything to do with shipping has led to the issue of a peremptory notice by the Government warning "all labourers, merchants and people" that they should carry on their proper occupation peacefully. After this notice is issued, if anybody dares to mislead or intimidate any other person to strike, the Government will surely enforce the law, and punish him severely and banish him. If anyone allows himself to be misled and strikes, he will not be allowed to remain in the Colony. The heads and officers of all labour organisations are warned by the notice that they are held entirely responsible for any action on the part of their guilds.

THE GOVERNMENT'S PROMISE.

The Government position is declared not to have altered. "The Government has not ceased to be ready to appoint arbitrators to consider and see that they (the seamen) are dealt with fairly in the matter of a demand for an increase."

The copy of the notice exhibited outside the new Post Office building yesterday, attracted a great crowd of Chinese throughout the day. The Government's intention to maintain order and protect workers was further demonstrated by the presence, at points where the strikers mostly congregated, of police and military patrols.

The situation locally has not improved. Unless they are deterred by the Proclamation of the Secretary for Chinese Affairs, the coal coolies are said to be coming out this morning, but enquiry at their guild office, yesterday, elicited that such action is by no means certain. A few cargo coolies have been working under police protection. The N.Y.K. steamer *Kaga Maru*, arriving with a cargo of hemp, was able to get the deck cargo moved into lighters, but the bulk of the consignment remains on board. Shipping companies that are independent of the strike as far as their crews are concerned announce that they were taking Hongkong en route to Shanghai or Singapore and discharge it there until the trouble is over. Godowns are being picketed by strikers and considerable difficulty is being experienced in getting goods out or in. The Dairy Farm is using its own staff to get supplies and motor-vehicles are carrying goods under police protection.

The men in charge at the local branch of the Seamen's Union stated last night that no word had been received from Canton of any reply to the ship-owners' last communication, and Mr. R. Sutherland, the Chairman of the Shipowners' Committee, also, had received no reply.

AN OFFICIAL WARNING.

Following is the official translation of the warning issued yesterday by the Secretary for Chinese Affairs:—

Hullix, S.C.A., in the matter of a notification:—

The present strike of the Seamen is the business of the Seamen's Union only. The Government had already promised to make full enquiry into the grievances of the seamen and to appoint arbitrators to settle the matter, so that justice could be done to both parties. However, the Seamen's Union did not obey the advice and instructions, but continued their strike. Indeed they have neither feeling nor reason. The Government has never failed sympathetically to deal with and redress the grievances of any workman. Now though the seamen are not right, the Government has not ceased to be ready to appoint arbitrators to consider and to see that they are dealt with fairly in the matter of the demand for an increase. The shipowners have agreed to

(Continued at foot of next column.)

A HOUSE-BOY'S LAPSE.

REV. MR. UPSDELL SAVES BOY FROM BEING SENT TO GAOL.

A Chinese house-boy employed by the Rev. G. E. & Updell, Queen's College, was charged, before Mr. Lindsell, at the Magistracy, yesterday, with stealing two pounds of butter from a compradore's shop on the previous day.

Inspector Grant said that the boy when ordering provisions at the compradore's attempted to steal about two pounds of butter. When questioned by the shop /okis the boy dropped the basket containing the stolen butter and attempted to run away.

The Rev. Mr. Updell said that the boy had been in his employ for over a year, and there had no complaints against him.

The Magistrate: Can you suggest any reason for his doing such a stupid thing?

Mr. Updell: I believe he has been gambling during the Chinese New Year holiday. The boy started gambling two months ago and I have spoken to him about it.

The defendant denied gambling and the Magistrate asked Mr. Updell, if someone could be found to answer for his good behaviour in the future.

Mr. Updell said the boy had no relatives except an amah, who was his mother.

The Magistrate: Are you prepared to take him back?

Mr. Updell said he would do so willingly, but the compradore had said that they would not allow the boy to enter the shop.

The Magistrate bound the boy over 12 months on a personal bond of \$100, and warned him that he was liable to be sent to gaol during the next 12 months if he did not behave himself.

MORE ROBBERIES.

Two further robberies have been reported to the police, one of which was an armed highway robbery.

A man and his wife, living at No. 97, Wanchai Road, when crossing the Reclamation in the direction of the Yau-mat-ti Hongkong ferry at 7.30 on Tuesday evening were stopped by three men armed with revolvers. One seized the man and threatened to kill him if he attempted to move; the other two devoted their attention to the woman and forced her to give up a gold bracelet, made of English half-sovereigns, and a gold neckchain and pendant. The robbers then fled with the booty, valued at \$130.

From Ho Lun Tin comes a report that at 1 a.m. yesterday three men forced their way into a matchbox occupied by a married woman. One of the men threatened to kill the occupant if she raised the alarm, whilst the other two ransacked the shed. They stole clothing and money to the value of \$8.

CHINESE SUICIDES.

The depressing effect of the strike on the working classes in the Colony was indicated in yesterday's returns at the Central Police Station. In one case a man aged 33 years, who has been unemployed since the commencement of the strike, attempted to commit suicide by throwing himself into the harbour from Blake Pier on Tuesday morning. The man, however, was foiled in the attempt and rescued. He was later removed to the Government Civil Hospital, suffering from the effects of the immersion.

Another case reported was of a Chinese, who was found dead in the street outside the house in which he lived in Connaught Road Central. It is believed that the man committed suicide by jumping from the second floor verandah.

In the other case a Chinese, aged 31 years, was found hanging from a beam in the carpenter's shop in the Kwong Tak Cheong Shipyard, Kowloon. Life was extinct when the discovery was made.

the arbitration. However, the Seamen's Union not only has no sincere desire to come to terms, but has also attempted to induce other Labour Associations to join the strike. It must be realised that such other associations have no grievances and in attempting recklessly to drag them into the trouble, the Seamen's Union has an eye to its own interests only. The Union uses misleading arguments and intimidation to the general injury of the occupations of others, and to the general peace. The Government can by no means tolerate this. All labourers, merchants and people are hereby warned that they should carry on their proper occupation peacefully. The Government will surely give them full protection and they have no need to fear any danger. After this notice is issued, if anybody dares to mislead or intimidate any other person to strike, the Government will surely enforce the law in accordance with this notice, punish him severely and banish him. If anybody allows himself to be misled and strikes, he will not be allowed to remain in the Colony. The Heads and officers of all Labour Associations are hereby warned that they are held entirely responsible for any action on the part of their guild.

All should give due observance to this notice. This urgent special notice.

Dated 31st January, 1933.

Six steamers obtained clearance papers at the Harbour Office yesterday.

COMPANY MEETING.

HONGKONG HOTEL CO., LTD.

An extraordinary general meeting of the Hongkong Hotel Company was held at the Hotel yesterday at noon, to pass a resolution authorising an increase of capital from \$2,500,000 to \$5,000,000 in connection with Peninsula Hotel scheme at Kowloon. The new private dining room, fitted and furnished in similar style to the new grill room, was used for the first time for this meeting and the handsome appearance of the apartment was much admired.

Mr. C. Montague Ede (Chairman of Directors) presided, and there were present: Sir Paul Chater, Sir Ellis Kadoorie, and Mr. A. R. Lowe (Directors), Mr. J. H. Taggart (manager), Mr. H. N. Beaupre (secretary), and the Rev. Father Robert. Messrs. G. C. Moxon, M. S. Northcott, E. J. Chapman, Fung Tat Hang, W. L. Shenton, E. W. Alderson, A. D. Gee, T. R. Parsons, E. M. Raymond, E. A. Ram, M. V. A. Croucher, A. S. Ellis, and E. E. Ellis (shareholders). The shareholders present represented 149,499 shares.

THE PENINSULA HOTEL, KOWLOON.

The Chairman said:—Gentlemen, as indicated in the notice which has just been read by the Company's Secretary, this meeting has been convened for the purpose of considering, and, if thought fit, approving the necessary resolutions with a view to increasing the authorised capital of this Company from \$2,500,000 to \$5,000,000, of which amount 109,650 shares will be offered to the shareholders at a premium of \$5 per share as indicated in the resolutions set out in the notice convening this meeting. As the notice advertising this meeting sets forth comprehensively the manner in which such capital will be called up from time to time, it appears superfluous for me to go into further details in this particular connection, except to point out that the 109,650 shares will rank for dividend in proportion to the amount from time to time paid up thereon in respect of the nominal value thereof.

By recommending an increase of the authorised capital of the Hotel Company, your Board has taken into consideration the strides which the Company has made during the past two years, and at this point I would especially emphasize that shareholders have not been called upon to finance either the Repulse Bay scheme or other extensions which have been effected during the last eight years, and which are now revenue-producing. The major portion of the capital which will accrue from the issue of the new shares will be utilized for the purpose of financing the "Peninsula Hotel" at Kowloon, upon which plans are now in preparation, and construction is intended to be commenced in the near future, the Hotel Company having actually taken over the land (which is that remarkably fine site in front of Victoria View at Kowloon) as from January 1st of the current year.

I do not propose to detain you, Gentlemen, with further details. However, before formally putting the resolutions to this meeting, if any shareholders would like to ask any question or seek any explanation, I shall be pleased to answer such question or give such explanation to the best of my ability.

There being no questions, The Chairman then proposed the resolutions before the meeting which were in the following terms:—

- (1) "That the Authorised Capital of the Company (which is now \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each—whereof 219,300 shares have been issued) be increased from \$2,500,000 consisting as aforesaid to \$5,000,000 (consisting of 500,000 shares of the nominal value of \$10 each) by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects *pari passu* with the shares constituting the Company's present issued capital."
- (2) "That 109,650 shares be offered (in the proportion of one new share for every complete number of two old shares held by them respectively) to the persons who on the date of the confirmation of this Resolution as Special Resolution are registered in the Company's Share Register as the holders of the said 219,300 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 109,650 shares plus the said premium of \$5 per share shall be payable as follows:—

Date of payment	Amount payable in respect of the nominal value of each share	Amount payable in respect of the premium on each share	Total
15th March 1933	\$2	\$3	\$5
15th April 1933	\$2	\$3	\$5
15th March 1934	\$1	\$4	\$5

and further that until such time as the said 109,650 shares shall be fully paid up they shall *vis-a-vis* the said 219,300 shares, only rank for dividend in proportion to the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 109,650 shares which shall not be taken up by the Company shareholders in manner aforesaid be disposed of in such manner as the Company's Board of Directors shall think fit."

- (3) "That the balance of the shares constituting the Company's unissued Capital be issued at such time or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide."
- (4) "That no Shareholders shall be entitled to any offer of a fraction of an additional share in respect of any old share held by him."

Mr. G. C. Moxon seconded, and the resolutions were carried unanimously. The Chairman intimated that a confirmatory meeting would be held later.

COMPANY REPORTS.

GREEN ISLAND CEMENT CO., LTD.

Subject to audit, the Directors of the Green Island Cement Co., Ltd., will at the forthcoming meeting of shareholders to be held on Thursday, February 16th, recommend the following allocation of profits:

To pay a dividend of \$3 per share	\$1,200,000.00
To place to reserve fund	25,000.00
To place to reserve for new plant at Hok On	350,000.00
To bonus to staff	35,000.00
To carry forward to credit of next year's account	100,617.80
	\$1,610,617.80

KOWLOON LAND AND BUILDING CO., LTD.

The thirty-third report of the Board of Directors states:—

The Directors now submit to you a statement of the affairs of the Company and balance sheet for the year ending December 31st, 1931.

The net profits for the year amount to \$17,229.07 which with \$535.56 the amount brought forward from last accounts gives a sum of \$17,764.63 available for distribution.

It is proposed to pay a dividend of \$2.00 per share absorbing \$17,400 and to carry forward the balance \$364.63 to a new account.

Directors—Messrs. T. E. Pearce and J. Rodger now retire by rotation and being eligible offer themselves for re-election.

Auditors—The accounts have been audited by Mr. H. Percy Smith who now retires and offers himself for re-election.

SPORT.

GOLF.

MIXED FOURSOME COMPETITION.

The mixed foursome competition played at Fanning on January 30th resulted as follows:—

Mr. and Mrs. Crawford Mor-	86-9-77
gan	
Mr. D. G. M. Bernard and	94-11-83
Miss Calder	100-15-85
Mr. and Mrs. C. E. H. Beavis	94-8-86
Mr. H. R. Buckland and	
Mrs. Horrell	93-6-87
Mr. A. E. Crappell and Mrs.	
Crawford	102-14-88
Paymaster-Commander and	
Mrs. Stern, R.N.	112-17-85
Mr. A. D. Humphreys and	
Mrs. Armstrong	118-17-88
Mr. and Mrs. C. C. Stark	

FOOTBALL.

SOUTH CHINA "LION" v. H.M.S. "AMBROSE."

In this match in the Hongkong F.C. Shield competition, on Saturday, the 4th inst. at p.m., on the South China ground, the home team will consist of the following players:—Lau Hing Cheung; Chan So and Fun Tai; Cheung Wing Sing; Leung Tai Fong and Leung Yuk Tong; Lau Tak Chung, Kwok Po Kwan, Wong Pak Chung, Ip Kau and Chu Kwong Yung.

AN AMAH GOES ON STRIKE.

"NO BELONG HER PIDGIN."

A peculiar case came up, hearing at the Magistracy, yesterday, when an amah named Kong Chi was charged with disobeying the lawful order of her employer, Mr. William Vaughan Curtis, manufacturer, residing at No. 134, Nathan Road. The exact nature of the charge was that she refused to sweep the dining-room carpet when ordered to do so.

The defendant, a young clean-looking woman, said that she was engaged on contract to do the household laundry, and to dust and tidy the bed-rooms. It was not her duty to sweep the dining-room carpet.

Mr. Curtis stated that up to January 2nd the woman did everything she was told to do. She washed the clothes, dusted the bed-rooms, though she did not make the beds; she washed the bed-room floors and cleaned the windows. On January 24th Mr. Curtis had occasion to dismiss the cook and the house-cold and, when asked to sweep the dining-room carpet, the woman refused to do as she was told.

Mr. Wood imposed a fine of \$2 with the option of two days' imprisonment.

Later in the morning the amah told Mr. Wood that she could not find the money to pay the fine.

Mr. Wood: Then I'm afraid you will have to go to prison for two days.

A European gentleman who heard the case came to the rescue and paid the fine.

A telegram from Peking on January 30th stated that His Excellency the Japanese Minister had so far recovered from his recent indisposition that he was able to entertain a number of prominent German residents at luncheon on that day.

The Shanghai police are searching for a British subject named W. H. Porteus, wireless operator on the "str. Canadian Prospector," lying off Hokei Wharf. The Chief Officer of the vessel stated that the missing man was last seen by an oiler at 1 a.m. on Sunday morning, when he seemed to be quite normal. He had apparently left his coat and hat on the "Canadian Prospector" and is thought to have been wearing on the day in question a brown suit and a red sweater. He is about 25 years of age, 5ft. 11in. in height, of slim build, light haired, and a native of Vancouver.

An Exceptional Opportunity at

STOCKTAKING SALE OF

MEN'S AND

WOMEN'S

WEAR

The House
for Quality

LANE, CRAWFORD & CO.

Never was an opportunity presented to the Hongkong Public before of acquiring such excellent garments at prices so low.

THE ENTIRE STOCK IS OFFERED

AT SALE PRICES

SPECIAL VALUE IN SHOES,

HOSIERY AND UNDERWEAR

LANE, CRAWFORD & CO.

SHERWOOD'S RYSTOLITE

THE IDEAL ENGLISH WHITE ENAMEL

Sold in quarts, 4 and 1 gallon tins

THE ENAMEL THAT WON'T TURN YELLOW

LANE, CRAWFORD & CO.

Tel. 1741.

HONGKONG

THE UPRIGHT PIANO WITH A GRAND PIANO TONE

BROADWOOD

NEW MODELS

JUST RECEIVED

AT ANDERSONS'

5 BEACONSFIELD ARCADE

(Opposite City Hall)

Powell

TELEPHONE 3146.

SALE! SALE!!

NOW ON

Owing to the removal of our Gentlemen's Tailoring and Outfitting Departments we are clearing the following goods, and many others at a very low price.

BOOTS & SHOES (all sizes)	\$12.75	UNDERWEAR (Wool)	\$3.75
PYJAMAS	£.75	(Cotton)	1.25
TUNIC SHIRTS	1.75	WAISTCOATS (Winter)	4.75
FLANNEL	3.75	COLLARS (Soft)	25c
GOLF HOSE	2.75	FELT HATS	\$3.75
TIES	1.00	GLOVES	1.00

20% DISCOUNT ON TRUNKS AND BAGS.

SUITINGS and OVERCOATINGS at HALF PRICE.

NEW ADVERTISEMENTS

NOTICE

W. have from this day removed our Office to No. 2, Queen's Road Central (Top floor, Messrs. Anderson Meyer & Co.)
N. MODY & CO.
Hongkong, 1st February, 1922. [311]

WISEMAN, LIMITED

NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from FRIDAY the 10th of February to THURSDAY the 16th of February 1922, both days inclusive, during which period no transfers of shares can be registered.
By Order of the Board of Directors.
D. K. KHANAS,
Secretary.

Hongkong, 1st February, 1922. [317]

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY the 16th day of February, 1922, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December 1921, and declaring a dividend.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY the 6th February 1922, until THURSDAY the 16th February 1922, both days inclusive.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers. [316]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of February, 1922, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December, 1921.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 6th February, to SATURDAY, 18th February, 1922, (both days inclusive), during which period no transfer of shares can be registered.

AND NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING OF THE SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit passing the following resolutions, viz:—

That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong, and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof, to effect the amendments necessary to the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased to \$20,000,000 (being the amount of the present paid up capital of the Corporation) and to modify the existing requirements as regards the deposit of securities in respect of its note issues in such manner as:

(a) to relieve the Corporation from the necessity of keeping with the Crown Agents or with Trustees appointed by the Secretary of State coin or bullion as security against any part of the ordinary note issue and to give the Corporation the option of securing such portion of the same as is required to be secured by the deposit (at the option of the Corporation) either of coin or of securities approved by the Secretary of State.

(b) to relieve the Corporation of the obligation to keep at each of its establishments an amount of coin or bullion equal in value to 1/3rd at least of the notes issued from such establishment and actually in circulation, and to leave such matter to the discretion of the Corporation.

and (c) to allow the Corporation to keep portions of the coin or bullion required to be deposited with the Colonial Secretary and the Colonial Treasurer as security against its excess note issue (viz: the issue beyond \$20,000,000) in places outside the Colony where its notes are issued to such amounts and subject to such conditions as may be approved from time to time by the Governor.

By Order of the Court of Directors.
A. G. STEPHEN,
Chief Manager.

Hongkong, 24th January, 1922. [373]

NOTICE TO CONSIGNEES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

CONSIGNEES of Cargo for Hongkong per s.s. "JEYPORE" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

MACKINNON MACKENZIE & CO.
Agents.
Hongkong, 1st February, 1922. [318]

NOTICE TO CONSIGNEES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

CONSIGNEES of Cargo for Hongkong per s.s. "KA-HOAR" are hereby notified that owing to the strike of Cargo and Wharf Coolies, cargo for Hongkong will be carried on to Shanghai and landed at that port. Consignees are therefore recommended to make the necessary arrangements respecting insurance etc. accordingly. The cargo will be returned to Hongkong immediately conditions at this port become normal.

MACKINNON MACKENZIE & CO.
Agents.
Hongkong, 31st January, 1922. [314]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 6th day of February, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND on new road from Gap Road to Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contents	Annual Rental	Upset Price
1	On New Road from Gap Road to Bowen Road	100 feet by 100 feet	Approx. 100,000 sq. ft.	10/-	10,000/-

NOTICE

MR. C. HONKEY having resigned ceases to sign on behalf of this Company from date.

THE UNION TRADING CO. LTD.
Hongkong, 1st February, 1922. [308]

HONGKONG HOTEL COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE ABOVE COMPANY will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY the 1st day of February, 1922, at noon for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions, namely:—

(1) "That the Authorized Capital of the Company (which is now \$2,500,000) consisting of 250,000 shares of the nominal value of \$10 each—whereof \$19,300 shares have been issued) be increased from \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital."

(2) "That 109,650 shares be offered (in the proportion of one new share for every complete number of two old shares held by them respectively) to the persons whose names are on the list of the names of the holders of the said shares as at the date of the confirmation of this Resolution as a Special Resolution, to be registered in the Company's Share Register as the holders of the said 218,300 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 109,650 shares plus the said premium of \$5 per share shall be payable as follows:—

Date of Payment	Amount payable in respect of the nominal value of each share	Amount payable in respect of the premium on each share	Total
15th March 1922 \$3	\$2	\$5	\$5
15th April 1922 \$3	\$2	\$5	\$5
15th March 1923 \$4	\$1	\$5	\$6
	\$10	\$5	\$15

"and further that until such time as the said 109,650 shares shall be fully paid up they shall, via a via the said 218,300 shares, only rank for dividend in proportion to the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 109,650 shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner as the Company's Board of Directors shall think fit."

(3) "That the balance of the shares constituting the Company's unissued Capital be issued at such time or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide."

(4) "That no Shareholder shall be entitled to any offer of a fraction of an additional share in respect of any old share held by him."

Should the above Resolutions be passed by two-thirds majority, they will be submitted for confirmation as Special Resolutions to a SECOND EXTRAORDINARY GENERAL MEETING to be held at the HONGKONG HOTEL, Pedder Street aforesaid on FRIDAY the 17th day of February 1922 at 11 a.m. for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

Dated this Twentieth day of January, 1922.
By Order of the Board,
H. N. BEAUBREPAIRE,
Secretary.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for:
Boxes OK, GS, KX, LM, LN, LR, LT, LW, MA, MK, MZ, NR, NF, OG, PD, PE, PG, PO, A.

STRAYED from 63, Robinson Road:—A White Bull Terrier DOG with collar, and name "MICK" and above address engraved thereon. A reward will be given to the Finder. Apply to H. P. WHITE, 2, Des Voeux Road Central.

TO LET:—Six Roomed House, Peak. 1st. May. Apply Box 10, P.R., c/o Daily Press Office.

BRITISH FIRM of Merchants requires Office Accommodation, 4/5 Rooms. Ground floor preferred, central location. Write full particulars VICINITY, c/o Daily Press Office.

INTIMATIONS

ST. DAVID'S DAY

It is proposed that St. David's Day should be celebrated by a Dinner at which Captain Evans, C.B., M.C., M.P., supported by Sir W. Ramsay Davidson, K.C., will preside. Will all Welshmen in the Colony kindly communicate with the undersigned as soon as possible so that the necessary arrangements may be considered.

D. J. LEWIS,
Messrs. Johnson, Stokes & Master,
Princes' Building,
Hongkong, 31st January, 1922. [309]

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN THAT THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 4th February, 1922, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1921.

The TRANSFER BOOKS of the Company will be closed from the 25th January to the 6th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th January, 1922. [363]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND SECOND ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Union Building, on TUESDAY, February 7th, 1922, at 12 O'Clock Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 24th to February 7th, 1922, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 14th January, 1922. [290]

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of MESSRS. JARDINE, MATHESON & CO., LTD. on FRIDAY, February 10th, 1922, at 11 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st 1921.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, February 1st, 1922 to February 10th, 1922, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, January 26th, 1922. [297]

THE KOWLOON LAND & BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings on FRIDAY 10th February 1922, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1921.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY, 1st February to FRIDAY, 10th February, both days inclusive, during which period no transfer of shares can be Registered.

By Order of the Board of Directors,
MOWBRAY B. NORTHCOTE,
Secretary.
The Hongkong Land Investment & Agency Co., Ltd.,
General Agents for
The Kowloon Land & Building Co., Ltd.
Hongkong, 23rd January, 1922. [296]

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Transfer Books of the above Company will be closed from 28th January to 7th February 1922, both days inclusive.

Dated this 16th day of January, 1922.
By Order of the Board,
GIBB, LIVINGSTON & CO. LTD.
Agents. [248]

NATIONAL LOANS.

SUBSCRIBERS to the National Loans of the Third Year of the Republic (1914) and Fourth Year of the Republic (1915) are hereby notified that drawings for the redemption of the above Loans will be held this year as follows:—

4th Drawing of Fourth Year Loan (\$4,400,000): redemption begins 12th April.
5th Drawing of Third Year Loan (\$2,750,000): redemption begins 31st December.

The time and place of the drawings will be notified by the Ministry of Finance in due course.
In order that redemption of the Fourth Year Loan may be accelerated and that the Loan may be fully redeemed by the 5th and final drawing in 1922 according to the Original Schedule and the Loan Regulations, it is proposed to have a supplementary drawing in September this year—namely the 5th drawing (\$4,400,000)—due notice of which will be given by the Ministry of Finance.

To extinguish the Third Year Loan at the proper date, namely, December 1922, it will also be necessary to have a supplementary drawing of this Loan in 1924, due notice of which will be given.

F. A. ASLEN,
Inspector General of Customs,
Peking, 18th January, 1922.

INTIMATION

CHAMPAGNE

de ST. MARCEAUX & CO.

REIMS.

Vintage 1911.

(Guaranteed)

The finest vintage wine since 1884.

Champagne de St. Marceaux

& Co., Reims, is considered one of

the finest Champagnes produced

It invariably figures in the Menus at

State Banquets, Civic functions,

Regimental Dinners; and is served

in all the leading Social and Sport-

ing Clubs of Great Britain, Europe

America, India and the Colonies.

SOLE AGENTS—

A. S. WATSON & CO. LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 616.

HONGKONG OFFICE: 10A, DES VOUEX RD., C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 2ND, 1922.

THE STRIKE.

A STAGE has now been reached in the Seamen's Strike when it is perfectly obvious that drastic measures by the Government are necessary if the irresponsible strike agitators are to be prevented from paralysing the whole business of the Colony. We welcome, therefore, the issue yesterday by the Secretary for Chinese Affairs of a stern warning to these irresponsible mischief-makers that anyone who shall mislead or intimidate any other person to strike will be punished with the utmost rigour of the law and be banished from the Colony.

The heads and officers of all labour organisations are warned that they will be held entirely responsible for any action on the part of their guilds, which means that they, too, will be punished and banished if they support or encourage the extension of the strike. We have frequently heard the Government condemned for recognising the recent remarkable growth of labour guilds in the Colony by official registration, but we think a justification of the policy is to be found in the fact that it has enabled the authorities to learn who are the responsible leaders, and so deal with them in the terms of the latest proclamation. So long as labour organisations act within the limits of reason and common sense in efforts to remedy any substantial grievances they may have such combinations cannot reasonably be resisted by the authorities as unlawful; but when one labour organisation, either by misrepresentation or intimidation, induces other labour organisations to embark on a "sympathetic strike," it is time that Governments responsible for the welfare of the general community exercised some controlling influence upon the situation.

Since the Revolution of 1911 we have seen in all parts of China a very significant growth in labour organisation on Western lines, and it has to be recognised

that nothing will stop its continued growth. There has been a wide propaganda among the working classes to this end, and they have become well indoctrinated with what one of the circulars of the Seamen's Union in Hongkong recently called "the principle of self-determination." They have yet to learn, as the workers in many Western countries have had to learn, by very bitter experience, that "self-determination" is not a practical policy in economic affairs, and that wages cannot soar according to the wishes of the worker. In a dispute such as that which now locally prevails arbitration offers the only practical solution, and this is only possible if both parties to the dispute are amenable to reason and common sense. The Seamen's Union have put themselves wholly in the wrong by rejecting arbitration, and at the same time studiously abstaining from furnishing such facts and figures as might seem to justify the transparently unreasonable demands they make. They have resolved on an attempt to gain their ends by force majeure.

Failure to bring the shipping trade of Hongkong and the neighbouring ports to a standstill, by the strength of their own organisation, has led them into misleading or intimidating kindred labour organisations to join in the strike against "the bloated capitalist" as represented by the shipowner. This week we have seen the scope of the strike extended by the inclusion of the tally men and the coolies who work cargo on the ships, and there is talk of the coal coolies and others being induced to follow their example. There is no telling, indeed, where the mischievous advice of the intransigent strike agitator may lead unless these developments are promptly arrested by stern Government action.

The difficulty in dealing with the situation lies in the ignorance of the men and their leaders. They do not realise the extent of the injury they are inflicting on the business interests of their own countrymen. By paralysing the shipping trade of the coast they are rendering idle not only a great concourse of workers whose livelihood is gained by the movement of cargoes from shore to ship or ship to shore, but of thousands in the interior who perhaps have never seen a big ship in their lives. Nor does the injury and there. If the shipowners are compelled to pay extortionate wages, they will naturally seek to recoup themselves by increasing the cost of transit for passengers and cargo. It is the general community, which pays, and in this instance quite possibly by permanent loss of trade. In other words, the strikers are jeopardising by their insane behaviour the trade of the neighbouring provinces on which the livelihood of many millions of their countrymen depend. If there was a proper appreciation of this fact on the part of the strikers themselves, or even on the part of the authorities at Canton under whose wing the strikers are sheltering, it is inconceivable that the dispute would not have been forced into arbitration many days ago. If the men had remained in Hongkong to fight out the question the strike would probably not have lasted many days, but a good deal of misplaced sympathy appears to have been extended to the men at Canton, and those who have offered it will have only themselves to blame for the permanent injury to the trade of Canton and its hinterland which must inevitably accrue from the strike if it is not speedily terminated.

Sir Charles and Lady Addis and Miss Addis, and Mr. S. F. Mayers left Shanghai last week for Hankow.

The total rainfall registered at the Botanic Gardens for the month of January was 1.95 inch. Rain fell on eighteen days.

Fire has destroyed the Kobe Customs House, a landmark in Japan. It was one of the oldest structures in Kobe, having been built in 1879.

A Chinese servant, employed at 253, Queen's Road East, is reported to have absconded on December 27th with \$250, the property of his master.

Mr. Kuo Pingh Ho will speak on "Chinese Philosophy" to the Reading Circle at the Helen May Institute today (Thursday), February 2nd, at 10.30 a.m. All are invited.—Adv't.

Dr. Guy Potter Benton, president of the University of the Philippines, has accepted a ten-year contract as head of that institution at an annual salary of P500,000. Dr. Benton took office a year ago under a one year contract, with the understanding that it would be extended for ten years if mutually satisfactory.

The Edgar Warwick Comedy Co. open their season at the Theatre Royal tonight, with Mr. Somerset Maugham's play "The Circle" which has met with great success in London and New York.

There are 4,107 foreigners resident in Peking, according to the Census just completed by the twenty police districts in and adjoining the city; 2,828 of the foreigners are men and 1,281 are women.

Owing to cable interruptions, ordinary private telegrams are not being accepted for the Philippines at present. Government telegrams and urgent telegrams are accepted for transmission to Japan and Bonin.

The N.C. Daily News reports that inquiries are proceeding in connection with the disappearance of an office boy formerly in the employment of the Standard Oil Co., who after absconding is believed to have pocketed bank orders to the value of \$30,000.

Among local residents who left by the Kashmir for London yesterday were Mr. and Mrs. A. H. Crook and Mr. J. H. Goodban. Mr. G. L. Sandes, who has been in charge of the Mercantile Bank of India during the absence on leave of Mr. N. C. Wilson, left for Singapore.

Mr. G. D. Lucas, Senior Warden of Mines, Federated Malay States died last week in distressing circumstances the cause of death being two shot wounds in the head. Mr. Lucas, had been in the Civil Service of the Malay States for nearly twenty years, and returned from leave on June 17th, 1921.

It will be seen from an advertisement, that the Hongkong and Shanghai Banking Corporation is seeking an amendment of the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased to \$20,000,000 (being the amount of the present paid up capital of the Corporation) and to modify the existing requirements as regards the deposit of security in respect of its note issues.

His Honour Charles Sumner Lobingier, Judge of the United States Court for China, has tendered his resignation as Legate of the Ancient and Accepted Scottish Rite of Freemasons for the Jurisdiction of the Philippines to accept an election by the Sovereign Grand Lodge of the Southern Jurisdiction of the U.S. a like position as Legate of the Bodies in the Jurisdiction of China under the Governing Grand Lodge. He succeeds the late Dr. John Reside Hykes in this position.

Mr. C. R. Burkill, a prominent British merchant of Shanghai, has been elected Vice-Chairman of the Good Roads Movement of China. A campaign for funds and members netted \$33,000 and 11,000 members. \$10,000 will be employed to build a short model road. Engineers will be sent out to survey a road from Shanghai to Hangchow, as soon as weather permits. The officers of the Good Roads Movement of China now are: Dr. C. T. Wang, Chairman, Mr. C. R. Burkill, Vice-Chairman, Mr. P. Chen, Treasurer; Mr. George E. Sokolsky, Honorary Secretary; Mr. Wu Sun-Executive Secretary.

A distressing motor-cycle accident occurred in Beach Road, Singapore, last week resulting in the death at the General Hospital of Mr. L. S. Dunlop of the Borneo Company's staff. The deceased gentleman, with a friend, was proceeding on his motor-cycle and sidecar when a collision with a car occurred. Both men were thrown out, the late Mr. Dunlop receiving a nasty injury, from the handle of the cycle striking him violently above the abdomen, causing internal injuries from which he eventually succumbed. The late Mr. Dunlop came out to the Borneo Company about 14 months ago.

Replying to the toast of "Our Guests" at the annual Ladies' Festival of The Star Chapter, No. 1275, at the Connaught Rooms, London, on November 30th, Dr. Koch, of Hongkong, said:—It is a great and pleasant experience for me to be present at a social gathering of this description, for it is the first time that I have been present at a Masonic banquet graced by the presence of ladies. Unfortunately, in that far-flung outpost of the Empire from which I have just arrived, we do not admit the fair sex to Masonic social gatherings, which is rigidly confined to the weaker sex, but it is remarkably pleasant to be seated at this hospitable board over which ladies shed their charm and beauty.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]CHINESE GIRLS AT 30/- EACH.
SALVATION ARMY LEADER'S
STARTLING ANNOUNCEMENT.

London, January 31st.

The Salvation Army has bought a hundred girls in China from their parents at thirty shillings each. This startling announcement was made at Westminster by General Booth who explained that he instructed the measure with the object of saving them from a life of shame. Local officers desired to buy more girls in the famine districts, but the cost of maintenance was too great. The intention was to train the girls in Salvationist work so that they might become energetic workers among their own people.

Twenty Indian girls were present at the meeting, from the Salvationist Industrial Home in India, where, General Booth said, the army intended to develop its children's work.

GERMAN CAPITAL SMUGGLED
ABROAD.BRINGING IT WITHIN SCOPE OF
TAXATION.

Berlin, January 31st.

It is stated that negotiations are proceeding between leading German and foreign banks for the purpose of ascertaining the amount of capital smuggled from Germany, with a view to bringing it within the scope of German taxation. The newspaper *Rundschau* says that between 40 and 50 thousand million marks have been smuggled into Switzerland alone. The President of the Reichsbank informed the Reichstag that foreign money now in the Reichsbank vaults are equivalent to seventy-five million gold marks.

DUNLOP COMPANY'S BAD
YEAR.A LOSS OF OVER EIGHT MILLION
STERLING.

London, January 31st.

The huge loss of £8,320,000 is disclosed in the Dunlop Rubber Company's annual report for the year ending August 31st. It is chiefly due to the enormous shrinkage in the market price of stocks and raw material, principally rubber and cotton. The reserve account now stands at £2,750,000.

THE SHANTUNG SETTLEMENT
FORMAL ANNOUNCEMENT WITH-
HELD.

Washington, January 31st.

The formal announcement of the Sino-Japanese settlement of the Shantung question will probably be withheld until February 1st, when it is expected that Mr. Balfour and Mr. Hughes will make a statement.

ALLIED DEBTS TO U.S.

SENATE PASSES IMPORTANT BILL.

Washington, February 1st.

The Senate has passed a bill authorising a special treasury commission to fund Allied Debts of eleven milliard dollars into securities maturing in not more than twenty-five years, at interest not exceeding four and a half per cent.

DEPORTED FROM EGYPT.

ZAGHLOUL AND OTHERS GOING TO
SEYCHELLES.

Cairo, February 1st.

Zaghoul and other deportees are being deported to the Seychelles, which is their final destination.

THE BOXING RING.

DEMPSEY PLANS TO RETIRE.

Los Angeles, January 31st.

The *Examiner* states that Dempsey is planning to retire from the ring in two years.

EARLIER CABLES.

FRENCH TRADE IN 1921.

London, January 31st.

The official returns of French trade for 1921 show: imports Fr. 23,548,000,000 compared with Fr. 49,904,000,000 in 1920; exports Fr. 21,533,000,000 compared with Fr. 29,804,000,000. The imports totalled 37,937,000 tons compared with 50,531,000 tons, and the exports 16,001,000 tons compared with 19,855,000 tons.

LATEST CABLES.

\$40,000,000 HEIRESS MARRIES
WORKMAN.

Chicago, January 31st.

Mrs. Marion Stephan, an heiress estimated to be worth forty million dollars, has arranged to marry a Russian workman named Vansiatky, who is employed in a Philadelphia factory. It is reported that they will subsequently reside, in compliance with his desire, in a factory district near the works. The romance began in Paris where the lady was impressed with the stirring war stories told by Vansiatky, who served in Koltchak's army in Siberia.

EARLIER CABLES.

THE GENOA CONFERENCE.
DIFFERENCES AMONG ALLIES.

London, January 31st.

The difficulties of holding the Genoa Conference are emphasised by the French Press to-day. It is declared that the negotiations on the subject of the programme have developed such differences among the Allies that a postponement is likely, at least till after Easter.

The French view is that the problems of immediate interest between the Allies should be settled before the immense and remote question of European reconstruction is undertaken.

The *Oeuvre* goes so far as to declare that the Anglo-French conversations have become a diplomatic conflict. It accuses Mr. Lloyd George, in his speech of January 21st, of precipitating the conflict, which it prophesies will become bitter.

THE UNREST IN INDIA.
SIR FREDERICK LUGARD'S
SUGGESTED REMEDY.

London, January 31st.

Sir Frederick Lugard, in a letter to the *Times*, expresses the opinion that an extension of self-government is the best remedy for the unrest in India. He suggests that the boundaries of well-ordered and loyal native States should be extended as largely as possible and the native dynasties be reinstated where possible. This would not involve any reversal of policy. The machinery of the Government of India Act would continue to operate, though the area to which it would be applicable would be gradually curtailed, while the Council of Princes might form the basis of a Federation on similar lines to that of Malaya.

AUSTRALIAN COMMERCIAL
POLICY.A WESTERN NATION WITH AN
EASTERN TRADE OUTLOOK.

London, January 31st.

Sir Joseph Cook, High Commissioner for Australia in London, interviewed by Reuter, expressed a wish to cultivate cordial relations between Australia and the other Dominions, also the Far East, concerning which Sir Joseph emphasised the efforts being made by Australia to develop new channels of trade. One Trade Commissioner had been in the East for two years and another had just been appointed. Australia was looking East for the disposal of many of its manufactures. Apart from greater consumption of raw products, which was gradually and surely taking place, he described Australia as a Western nation with an Eastern trade outlook.

SHANTUNG RAILWAY
PROBLEM:
DEFINITE SETTLEMENT
EXPECTED.

Washington, January 31st.

The basis of the Shantung settlement is understood to be a plan supported by President Harding providing that China shall pay for the Tsingtao-Tsinanfu Railway in Treasury notes, and that Japanese experts shall be retained in the operating personnel during the period of payment. It was announced that the delegates would meet again to-morrow to work out the remaining details. Dr. Wellington Koo stated that a final definite settlement will be announced before to-morrow evening.

NOBEL PEACE PRIZE.
THE CLAIM OF WOMEN.

Christiania, January 31st.

The National Council of Norwegian Women has submitted a proposal, which has been endorsed by the President of the Storting, that the Nobel Peace Prize for 1922 be given to the International Council of Women.

THE NON-CO-OPERATION
MOVEMENT IN INDIA.

WOMEN AMONG THE SPEAKERS.

Calcutta, January 31st.

The police dispersed a Non-Co-operation meeting, at which the speakers included Bengalee and Punjabi ladies, and arrested 108 men.

THE GERMAN CABINET.
NEW FOREIGN MINISTER
APPOINTED.

Berlin, January 31st.

Dr. Rathenau has been appointed Minister of Foreign Affairs. He succeeds the Chancellor (Herr Wirth) who has been acting Foreign Minister.

A CAIRO CONSPIRACY.
TWENTY-ONE ARRESTS.

Cairo, January 31st.

So far there have been 21 arrests in connection with the conspiracy to kill Sarwat Pasha.

PRIME MINISTER AND
GERMAN REPARATION.
UNEMPLOYMENT PROBLEM.

Mr. Lloyd George received at the House of Commons a deputation from the Labour party, who put before him their conference resolution covering wide range and embracing the subjects of international trade and a system of credits, the stabilisation of credits, the stabilisation of the exchange, the revision of the territorial and economic clauses in the Peace Treaty, and the cancellation of war indebtedness, in relation to the unemployment problem. They also urged that unemployment should be a national charge and concern, and that Government should reverse its international policy and recognise the Russian Government.

MR. LLOYD GEORGE'S SPEECH.

Mr. Lloyd George said he desired at the outset to say that there were certain underlying causes for our unemployment which Governments could not touch either by mending old policies or devising new ones. First, Great Britain before the war was a creditor nation to the extent of £4,000,000,000, and she drew from her investments abroad an interest of about £200,000,000 annually. All that was spent at home. It went in one way or another to the payment of labour. And it was now mostly dissipated. In the second place, we saved before the war between 300 and 400 millions sterling annually, and we invested this abroad or at home. All these annual savings, therefore, led to increase of our exports and development of our industry. We could no longer do that.

With regard to Germany, the German people were living under a prolongation of the unhealthy conditions of the war. Credit was being manufactured by the issue of paper money, and many conditions were producing purely artificial production. For instance, the rapid inflation of the mark had led to the sudden demand everywhere for commodities, because everybody wished to get rid of marks before their value sank any lower. There was an inevitable Nemesis to conditions of this kind. Dr. Rathenau had told him last week that there must be an absolute collapse in Germany within a very short time if things went on as at present. Did the Labour party really suggest that we should accept such proposals? He would not be responsible for taking any such steps to deal with our unemployment. The improvement, if we did so, might last for two or three years; but in the end our unemployment would have risen to five or six millions, and the value of the money earned would have decreased enormously.

He now came to reparations. There was no question of extracting an indemnity from Germany; there was only the payment of reparation for devastated areas and destruction of shipping, and the payment of war pensions. No indemnity was being demanded beyond this. Germany had not even begun to pay towards the devastated areas. She had only partly paid for the cost of the Armies of Occupation. Was it really suggested that we should not insist on her paying reparation for the damage which she had done? He had lost no ships and no other ways, even if we had no responsibility for the damage. Great Britain had ever suggested that reparation for actual damage done should not be insisted upon. Mr. Clynes had asked if he was a free agent. No, he was not. He was bound in exactly the same way as Mr. Clynes himself, and as everybody else. He was bound, that was to say, to see that Germany paid for the damage she had done, and to the utmost of her capacity. Was he to say that the Labour party was urging him to say to France that he could not support her in demanding reparation for her devastated areas. This had never been suggested, and he thought there was really a serious difference of opinion between the Labour party and anybody else on the subject. The difficulty was to discover the best method of extracting reparation. It was quite evident that payment of reparation must hurt Germany. On the other hand, the non-payment of reparation would undoubtedly hurt France, French authorities, German authorities, striving to find the best way of securing the reparations needed. He would welcome suggestions of any quarter.

Apart from reparation for actual damage done, he did not wish to press an overbearing claim on Germany. The British people wanted Europe to settle down and for normal conditions to return everywhere. But France could not possibly settle down while she was piling up a debt for rebuilding her devastated areas without any prospect of compensation from Germany. He could not face French public opinion with a refusal to insist on such compensation. The whole question was: What was to pay for the damage? The devastated areas were there. Were those responsible for the devastation to pay for it, or those who were not responsible? That was the whole question as regards reparation.

He now came to the subject of debts. Our debt amounted to 1,000,000,000 sterling, including interest. Our Allies' debts to us amounted to 2,000,000,000 sterling, even if we did not include interest. He was willing to enter conference with anyone to discuss this question, but he did not see that the cancellation of the debt by the Allies would assist very greatly. He therefore agreed with the Labour party's resolution, which stated that what was desirable was an arrangement among all the nations to deal with this question.

TRADE WITH RUSSIA.

With regard to Russia, Great Britain had been the first to enter into trading relations with Russia, in spite of opposition both from abroad and at home. We had also been the first to suggest a conference to deal with the Russian situation. There was always a see-saw in this matter. President Wilson and he had first tried very hard to secure such a conference, but conditions were imposed, and the project fell through. Later on he secured assent to such a conference when he went to Boulogne, and then Russia refused. Now Russia was asking again for a conference. We were quite

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IRELAND AND ENGLAND.
ECONOMIC INTERDEPENDENCE.

Some striking figures illustrating the economic interdependence of Ireland and England are set out in a pamphlet issued by the Tariff Commission.

The value of Ireland's exports in 1920 was £204,715,000, and the value of her imports was £203,750,000, these figures showing an increase of £23,683,000 and £45,034,000 respectively as compared with the previous year. The data are not yet available for an analysis of last year's figures, but of Ireland's total exports of £176,000,000 in 1919 about £174,000,000 went direct to other countries. Of Ireland's imports in the same year £123,000,000 or 33 per cent, came from Great Britain, and £23,000,000, or 17 per cent, from other countries, mostly from the United States and Canada.

More than half of Ireland's exports (53 per cent) consisted of farm products, food, drink and tobacco. Practically all the remainder (47 per cent) were manufactured goods, leaving 4 per cent for raw materials. In foodstuffs and animals Ireland supplied the whole, or practically the whole, of the import needs of Great Britain in the following commodities: Cattle, sheep, and lambs, pigs, hay, horses. Ireland also supplied a proportion of the import need of Great Britain in eggs, poultry, and nearly one-half in the case of manufactured tobacco.

Of the manufactured exports of Ireland about one-half are textiles, chiefly linen, which all comes to Great Britain for the British home market or for re-export. The United States returns show an importation into that country of £2,750,000 worth of Irish linens. The dependence of Ireland upon markets outside that country, and especially upon the markets of Great Britain, is further shown by the fact that the exports from Ireland in 1919 amounted to £30 per head of the population, while the corresponding figure for the United Kingdom was £17. Thus, the prosperity of Ireland arises in a marked degree from its dependence upon Great Britain, for this percentage per head is the largest in the world.

Great Britain, the writers of the pamphlet say, is both the natural and actual market of Ireland. The imports from Ireland of agricultural and food products total 16 per cent of the total British imports of these products, and Irish prosperity is dependent upon the maintenance of that economic connection. Irrespective of that with Great Britain, the external trade of Ireland is small except in the textile industries, and a serious breach in the existing economic relations between Great Britain and Ireland would involve not only reconstruction in Ireland, but also reconstruction in Great Britain of large organised interests—not only linen, shipbuilding, tobacco, and distilling, but also banking, insurance, and railways, in which large sums of British capital are invested. . . . In order to determine the effect of a system of fiscal autonomy on the relations of Great Britain and Ireland, it is necessary to concentrate attention on the economic factors governing those relations. The economic interdependence of the two countries is so manifest that any adjustment of economic policy would seem to require common action continuously exercised through some permanent body representative both of Great Britain and Ireland.

ready to have such a conference, but it might take a long time to secure the attendance of everybody at it. Russia was not an easy problem. If anybody had a plan for getting payment from her would welcome it. She owed us 500,000,000 sterling, but it really was a question to think that Russia was a field in which any rapid development was immediately possible. Our traders were groups of traders which dealt with the Black Sea groups that dealt with the Baltic, and so on.

The important thing was to restore the confidence of those who had before dealt with Russia. This was not easy while Russia maintained a doubtful attitude regarding her debts, and had no assets to offer against credit. Our traders were not yet Communists. Communism might be a good plan, but we had not yet seen the beauty of it. Our traders therefore expected, in the old-fashioned manner, that when they dealt with Russia they would be paid for their goods. It might be very stupid of them, but that was their idea. Until Russia saw some means of restoring their belief in the probability of being paid, he was afraid that trade with Russia would languish. The Export Credit Act had not applied to Russia in the past only because of the conditions for doing so were in the case of Russia not satisfied. He had examined the matter, and there was no necessity for fresh legislation in order to include Russia. All that was necessary was that the conditions laid down in the Act should be satisfied.

He would be discussing all those questions with Mr. Brand next week, and the Labour party might have to send to him. The Labour party had a greater importance in this country than in France, and he would be glad to have a statement of the Labour party's position. He agreed with Mr. Clynes that debts would not solve the present problem. The whole problem lay in setting the world going again. This would take time, and Governments could only do their best. They were doing their best, and they believed that though recovery must be slow, things would improve and would become, if not absolutely right, better, at least, than now.

Mr. Hodges said that the volume of export trade in coal was increasing, but the international situation was such that it was bringing in its train an increased poverty in the districts from which the coal was being exported, owing to the price at which it had to be sold in France to meet the competition of the German reparations coal.

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SHIPPING PROSPECTS
BRIGHTER.
INDUSTRIOUS GERMANS.

[BY ARCHIBALD HURD.]

Shipowners, however dark the clouds, are always optimists, and as the speeches of Lord Incheape, Sir Owen Phillips (the President of the Chamber of Shipping), Sir Frederick Lewis, Sir W. J. Noble, and other leaders have recently revealed, they are by no means downhearted at this critical juncture, though there is a good deal to depress them. The Chamber of Shipping's index-number of freights for November, as was revealed in last week's issue of the "Statistic," is twenty-nine, as compared with thirty for October, and 141 for March of last year. Freight rates have fallen more rapidly than wholesale prices, and much more rapidly than retail prices, providing a commentary upon the suggestion, which was once made with assurance, that the cost of sea carriage governs the sums paid for goods in general consumption. In point of fact, of course, the amount paid for conveying a pound of meat, tea, sugar, or flour half across the world is so small as to be inappreciable. That is one of the advantages which we gain from living in an island, and we have the knowledge that we pay the competitive price to the shipowner, always in rivalry with shipowners in other countries, with the result that prior to the war, only about 6 per cent, was, on the average, returned on the large volume of capital invested in the industry.

The spirit of optimism which shipowners are reflecting is based probably on a general impression that economic conditions throughout the world are improving, and that, as a result, there will be more passengers and more cargoes to be carried. Trade has undoubtedly taken a turn for the better, and the concordat reached at Washington will do much to stimulate the courage of everyone connected with industry and commerce in this and other countries. The deliberations on the side of the Atlantic have already reacted on the exchanges, and that means that business can be done with greater confidence. Apart from all this, unemployment is teaching its harsh lesson, that if men would live they must work, and that no Government, however benevolent, can save them from suffering. As an illustration of the failure of Government intervention, we have the unhappy case of the American mercantile marine. It has behind it all the economic power of the United States Government, and yet nearly 75 per cent of the Shipping Board's fleet of steel ships are idle, quite apart from the discarded wooden vessels which were built during the war. It is beyond the power of any Government to interfere beneficially with the action and reaction of economic laws, and workers ashore and aloft are beginning to realise that they can only be paid what they earn. So far as shipping is concerned, the present freight, as Lord Incheape has pointed out, do not cover in most cases the cost of operating the ships, owing to the high wages of seamen and others and the cost of coal and stores, and over and above those items account has to be taken of administrative expenses and of the "wage of capital," for no industry can be healthy which does not attract fresh capital to it. Capital is not getting its "wage" just now.

MORE AND CHEAPER COAL.

One encouraging sign of recovery is furnished by the latest figures with reference to the production of coal. In the year before the outbreak of the war, we exported as cargoes or as bunkers, 97,000,000 tons of coal, and that movement, reacted on the prosperity of the shipping industry, besides keeping down the cost of living, for we paid for a good deal of our cheap food with our cheap coal. The outlook in the coal industry has begun to improve. As compared with the four weeks ending October 22nd, the output rose during the four weeks ending November 28th from 16,861,400 to 17,874,800 tons, and the average price for steam coal in November was only just over 22s. per ton, as against 115s. at the same date last year. Last month our coal exports amounted to 3,563,584 tons, valued at not much under £5,000,000. As the supplies of coal increase, and prices decrease, greater activity is occurring in the export trade, which not only means employment for shipping, but has its inevitable effect on the cost of sea carriage of everything we import. When it is remembered, moreover, that five tons of coal go to the making of one ton of steel, it can be readily understood that the key to the recovery of industry generally, and therefore, the provision of more cargoes for ships, is the price at which coal is available, for most of our ships still use coal rather than oil. A year or two ago a good many people had very curious ideas as to the importance of cheap coal, but bitter experience has brought the necessary correction, and it is now appreciated that industries are dependent one upon the other, and that one cannot be pampered without others being affected. The coal controversy, with the two accompanying strikes, was responsible in some measure for the shipping slump, and that large numbers of officers and men of the mercantile marine are now idle is largely traceable to the ruinous policy which was adopted by the leaders of the Miners' Federation. That is a matter of the past, and there are indications, as I have suggested, that things are beginning to improve, and that we are regaining our coal markets.

OPTIMISM BY THE GERMANS.

The shipping trade reflects not only industrial conditions generally, and the state of the coal market, but also the economics of the shipbuilding industry. At present it does not pay to build ships in this country, which once built over four-fifths of the tonnage of the world. As an illustration of what is now occurring I may quote the case of a vessel of 1,400 dead weight tons, for the building of which tenders were required the other day. The lowest price quoted by a British firm was £27,000; that sum barely covered the direct wages payable

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FALLING COSTS.

BRITISH TRADE SHIP'S GOOD
OMEN.

The board of the British Trade ship, Ltd., of which Earl Grey is chairman, published in December information on costs of production at "another sign of the tendency to get the prices of British manufactures down to the level where exports may begin again to flow."

The original figures on which the estimates for the building of the Trade Ship were based are now almost a year old. Since then, they state, manufacturing and other costs have shown a tendency towards decline. Although many items of cost have fallen only slightly during this period, yet there has been a very distinct fall in prices in the following parts of a ship's construction and equipment: Steel plates, sections, rivets, winches and windlasses, baths, sanitary fittings, etc., anchors and cables, wire and Manila ropes, paints and varnishes, and timber. Labour costs are beginning to show a drop, but must, as Lord Incheape has indicated, show a further decline if British merchant shipping is to meet world competition.

Anticipating a further fall, not only in the cost of construction, but also of voyaging, the board of the British Trade Ship has at once decided to give the shipowners the present and prospective advantage by reducing the cost of space by 33 per cent. This reduction also applies to the cost of sending a representative of the firm on tour in a ship itself. The reduction will be retrospective.

The terms for exhibiting are forthwith reduced from between \$25.00 and \$1,350 for stalls to \$1,400 and \$200 respectively. The cost of showcases and counter-cases is similarly reduced to an average charge of about £400. First-class cabin accommodation for a trade representative undertaking the whole voyage of 13 months is reduced to the sum of £1,000, including all meals taken on board the ship.

The statement adds:—"The significance of this reduction, decided upon after a review of the whole industrial situation, so far as shipbuilding and shipping are concerned, gains emphasis from the fact that the board of the Trade Ship includes business men of the type of Sir G. B. Hunter and Mr. W. Beaumont Pease, the deputy chairman of Lloyd's Bank, Ltd. The reduction is a good omen for British trade and industry in the New Year."

THE EDUCATIONAL LADDER.

A notable success has been won by D. E. Littlewood, of the County School, Tottenham, who has just gained an open scholarship in mathematics at Trinity College, Cambridge, to the value of £85 a year. He was placed third on the list. Littlewood entered this Middlesex secondary school with a free place in 1918, having won a scholarship from Woodlands Park Council School. He obtained a Middlesex junior scholarship in 1919, and passed the matriculation examination in 1920 and the higher school examination in 1921 of the University of London, on the result of which he was awarded a State scholarship to be held in 1922. This is a striking example of the way in which it is possible to mount the educational ladder leading from the elementary school to the university.

and the cost of material, in which indirect wages were represented to the extent of about 75 per cent. The order, nevertheless, did not come to this country, but went to Germany, where men were working hard for long hours at low wages, hoping, no doubt, to win the peace though they lost the war. The Germans were able to quote £12,000. That is a concrete illustration of the impossibility of booking orders so long as the present high wages continue in the shipyards and engine shops will go on increasing until there are few ships building unless the workers realise the disastrous mistake which is being made in keeping wages up to an artificial level. I am told that a coasting steamer of 1,100 tons or so cannot be built anywhere for much less than £30 per ton, and even seagoing cargo-carrying ships come out at about £15 per ton. Those high charges mean that shipowners, whether British or foreign, are refusing to build vessels of improved types, and everybody suffers, from the workers ashore, in shipyard and engine shop, and by the dock-side, to the workers by sea, the officers and men of our ships.

The measure of optimism with which the shipping industry regards the future is probably due, however, less to causes upon which one can place one's finger than to confidence in the good sense of the finest workers in the world when they put their hearts into their jobs, and to a belief that economic conditions throughout the world are beginning to improve. As no industry is independent of other industries (and shipping least of all), so no nation can live unto itself. The Conference at Washington has raised hopes that at last the peoples of the world are beginning to understand that, if things are to mend, a spirit of co-operation must be cultivated in politics, as well as in industry, commerce, and transport. The seas are all one, and shipping is essentially an international trade. The recent International Shipping Conference showed that shipowners of all nationalities are becoming conscious of that cardinal fact, and, with the assurance of peace, we may speedily look forward to a recovery if a slow recovery of the shipping industry of this country in fair and open competition with vessels under other flags. As a race, we have a genius for managing ships efficiently and economically, and even in the days—not so very long ago—when bureaucratic mismanagement of industry was the fashion, British shipowners asked no favours, but only fair play. That is all they want to-day and then living in an island, which must use the sea as its population is to work and live, they can anticipate with assurance that "good times" are coming.—Daily Telegraph.

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PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT,
[ISABEL RAMBAY.]

PARIS, December 19th.
The chief characteristics about the fashion parade this week at the Salon d'Automne was the quantity of yellow, orange and brown shades worn, as well as that becoming blend of brick red and yellow known as *coq de roche*. Black is certainly not in the good books of designers, and women who persist in wearing it will do so in spite of the unanimous decree of the "Red Kings" that its days of glory are a thing of the past. In their latest models, they only show it in conjunction with white, or in the form of black fur, jet or braid as trimming.

Yellow and brown shades predominate over all others, both in the matter of material and in that of decoration.

Maize shades decorated with designs embroidered in a deeper tone of yellow, and white decorated with motifs worked in yellow and brown shades were the colour schemes chosen for many of the most effective creations shown. Among these, were several quaint tea-gowns made with harem "trouser" skirt showing the feet through two openings at the side; this and the bodice formed one single straight piece of material, which was drawn into the waist by means of a tight girdle, and finished at the neck with an oval slit and no sleeves at all. All of the tea-gowns shown had added to them a long train made from a straight piece of material, eased on to the shoulders at the back in a straight line and floating out freely behind, sometimes having no finish at the end; sometimes gathered into a huge tassel. Created on these lines and carried out in the somewhat subdued shades I have just mentioned, these tea-gowns were most effective and had a decidedly Algerian look about them.

As well as white being used with black, red is also brought into play, and it is rare now to see a black dress that is not acting as a foil for a startling dash of this colour. It flashes out from the lining of capes and panels, from the waist-line, where it cuts across in some vivid belt or girdle; it delights the eye from a becoming angle on a hat or theatre head-dress; or it twinkles at you from handbag, pocket-handkerchief and even shoes, many of the latter being now made of patent leather piped with red and with Louis XV. red heels. In place of the downright vermilion shade of red, such modifications as *rose du Barry*, *vieux crinon*, *salmon* and so on are preferred. Black evening dresses are still worn a great deal, but always they show some note of colour. If the wearer is a woman who follows the trend of fashion, when this note is not actually decisive in the form of ribbon of material, it is subtle in the form of a girdle of fruit or silk hand-made flowers, wax flowers, colophane fruit, or metal cabochons. Invariably, the dress will be of the "chemise" type, with no sleeves and only an oval for the neck, so that the colour note, whether added in its startling or subtle form, will be also the only distinctive note about the dress.

Nicole Groult was the principal exhibitor of the day and her creations are worthy of note, as she represents a modern school which aims above all at being ultra-modern and ultra-original. The result is that one can always count on seeing in this house what one sees nowhere else. In the collection shown at the Salon d'Automne there was a noted preference shown by this designer for brown, yellow and red in their varied shades. Black and white, was also used with much effect and, like all designers just now, Nicole Groult proved her faith in the becomingness of jet as a trimming by using it lavishly, but always with every evidence of thought and good taste on the majority of her models. A distinctive feature of this designer's models—like those of Jeanne Lanvin—is the number in each season's collection of what the French call "genre" frocks and what we would probably call "period" frocks. Side by side with creations that are the last note in the modern cult of the moment, Nicole Groult always shows a certain number which have been inspired by toilettes worn in the Middle Ages, in the reigns of the Louis, during the Empire period, or in the Victorian days of Louis Philippe; these, she re-creates and presents in their modernised form, and invariably the result is charming.

The most fascinating example of this type of model was an evening gown copied from one of Fragonard's pictures in the Louvre. It was in black velvet, made with a very long, full skirt, bunched up on the hips and caught with a knot of blue ribbon; the bodice was tight-fitting and was finished with three bows of blue ribbon down the front and a ruffle of white net round the neck, which was cut wide and low down to show the shoulder tips; a suspicion of a train completed this charming Louis XVI. resurrection.

Another model of this kind was carried out in black taffeta, the full skirt being trimmed with horizontal bands of black velvet finished on each side of the front width of the skirt by a bow; the tight-fitting bodice showed three knots of the velvet in front, bands and knots finishing the short, tight-fitting sleeves, and a ruffle of white lace round the low, oval-cut neck.

A more startling example was in flame-coloured corded silk in a very heavy quality; the skirt was ever so wide and was finished with two rows of black Chantilly lace, one at the hem and one at the knees; the sleeveless bodice was perfectly plain, the originality and line and the touch of black against the vivid background sufficing to produce a wonderful effect.

Another evening frock-cut on exactly the same lines was carried out in ivory taffeta, with a band of grass-green pleated velvet placed round the hem, the knees and the neck, the velvet bands being dotted at intervals with peach link bobbles.

"Carrosses" was another quaint model, showing a full black taffeta skirt and bodice with long, bell-shaped sleeves piped with green, and a charming little (Continued at foot of next column.)



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vest-coatee in green velvet caught in front and at the side with cabochons and streamers of black ribbon.

Among the purely modern, not to say futurist, models, was a charming, after-noon frock, named, in honour of the almond-eyed prince who recently visited Paris, "Hiro Hito". This was a "chemise" type of frock in black satin, fastening slightly to one side all the way down the front, and finished with the usual sash tied on the side; the excuse for its name were band and motifs of embroidery which were Japanese in type, worked in red and silver round the neck, the front flap and the hem.

Another dress of the same cut was in black crepe Marocain, entirely covered with a design of apple blossoms and branches worked in dull grey silk; the line of the dress was quite plain and the folds were draped to the side, where they were caught with a hanging sash of the material. The bodice, also, was quite plain, and sleeveless.

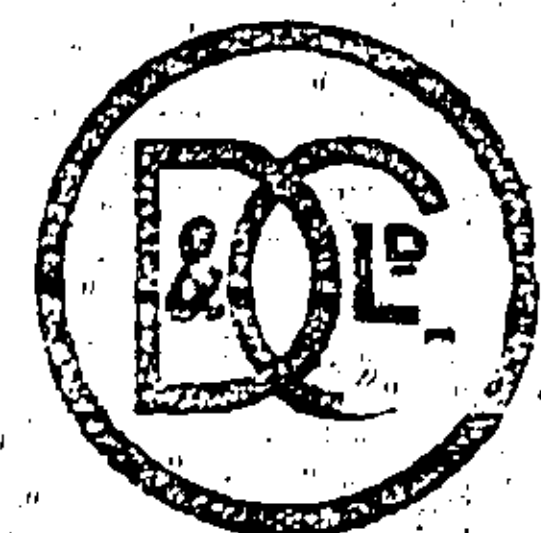
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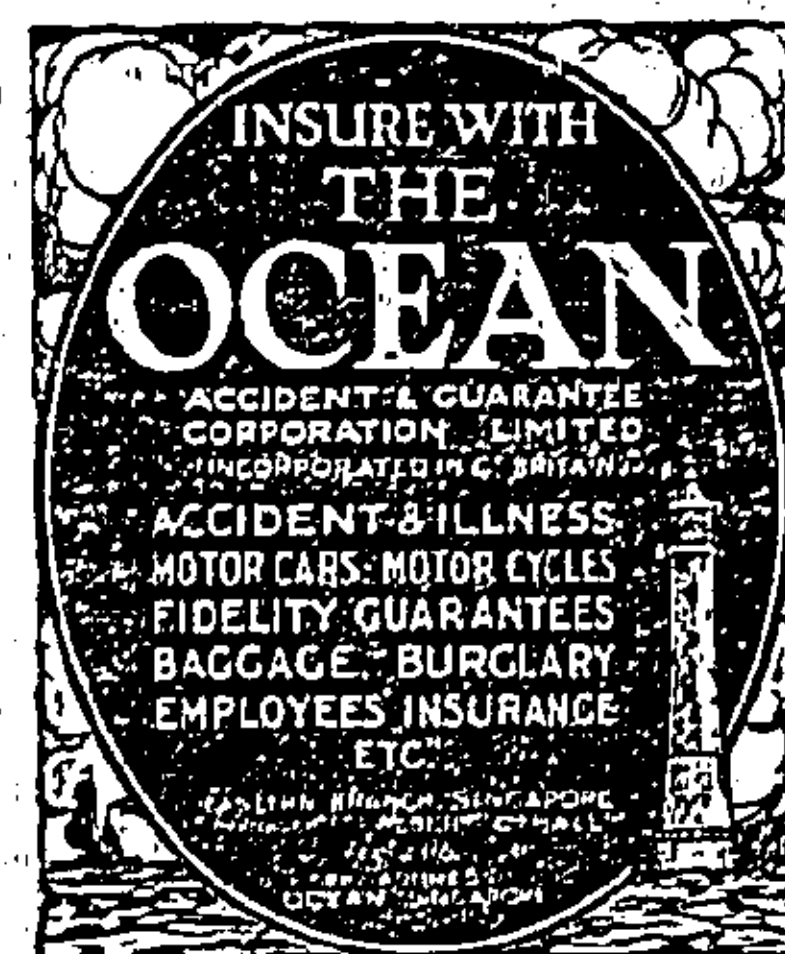


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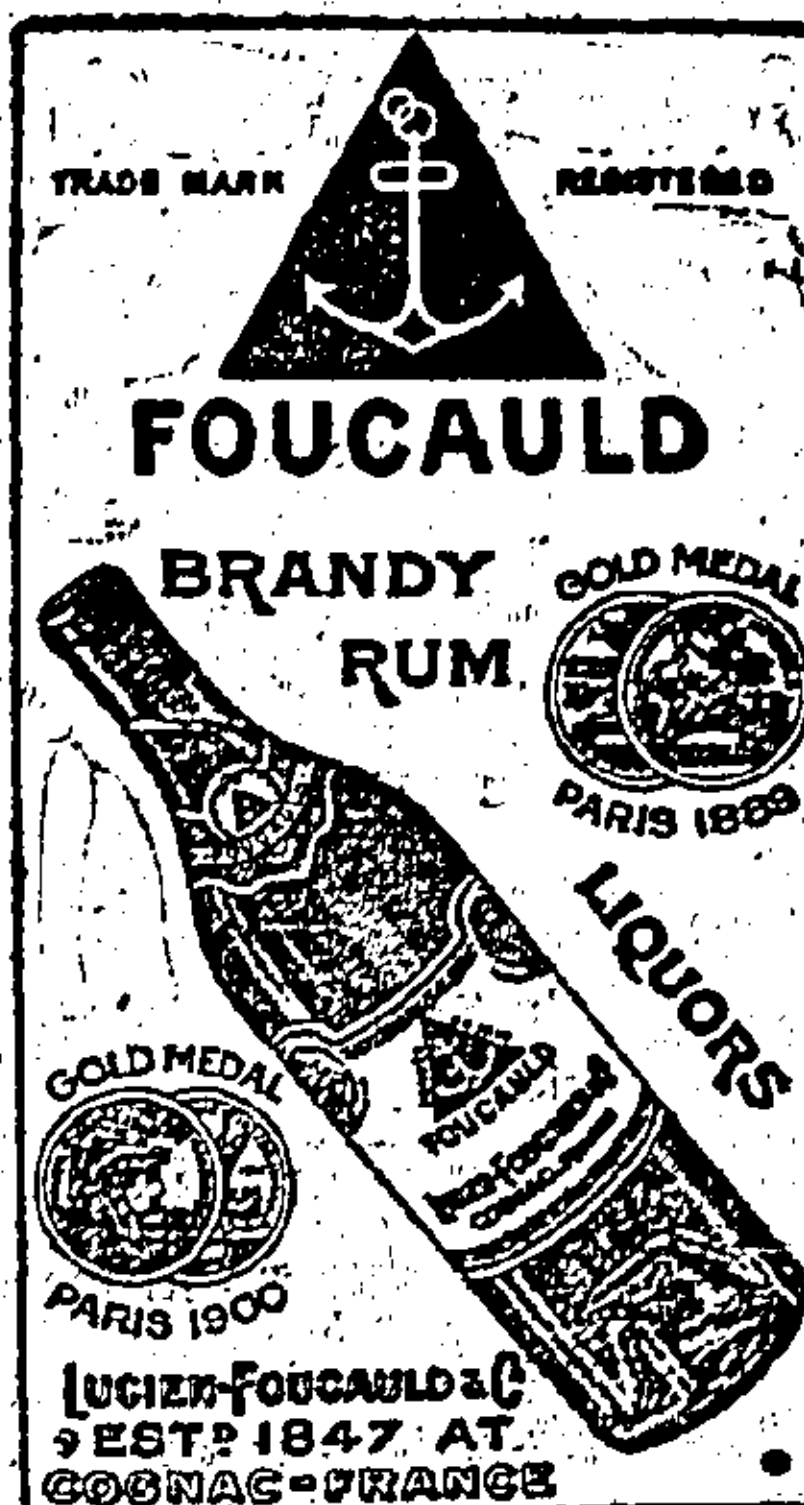


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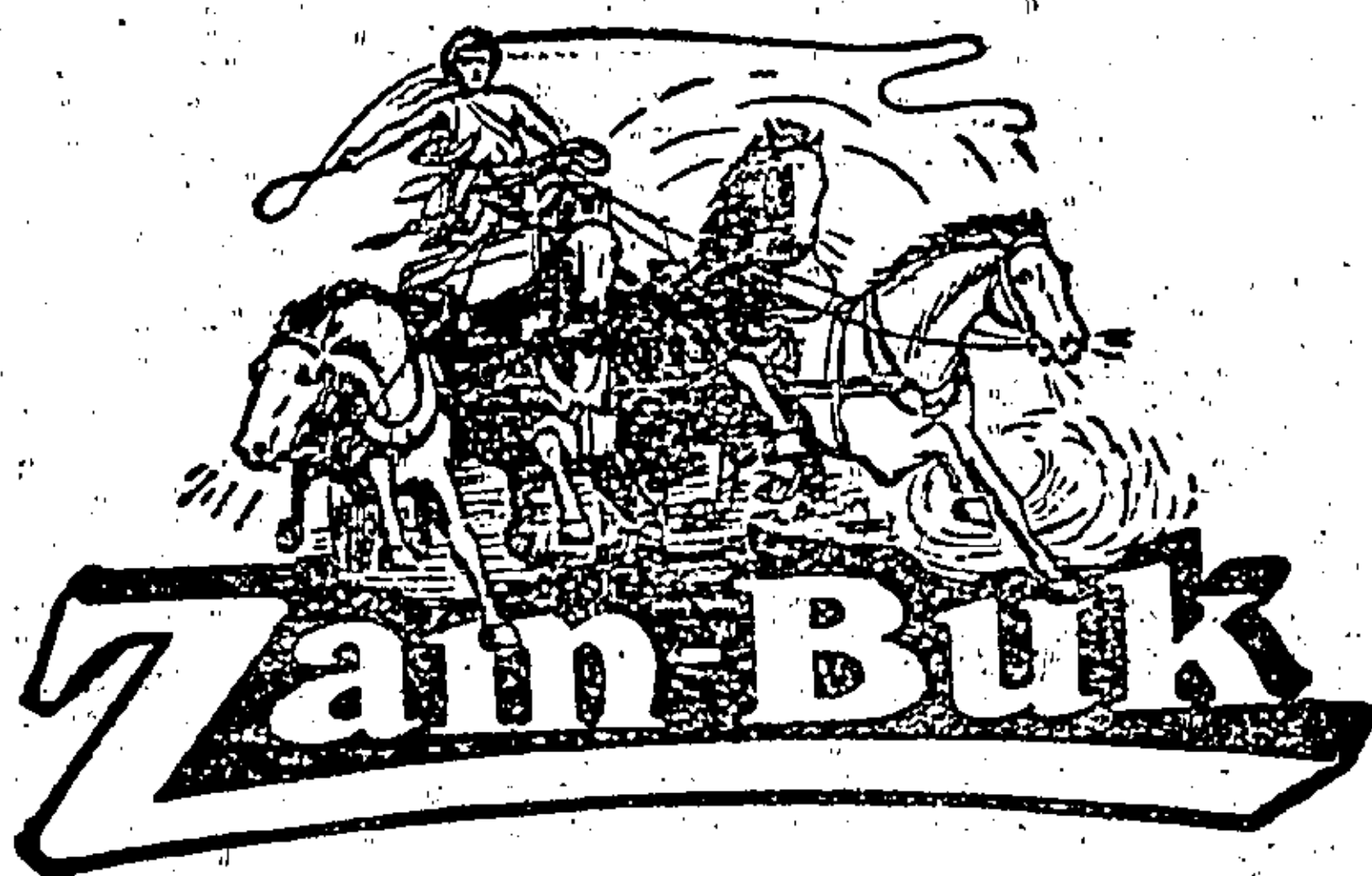
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CRUSHING BURDEN OF TAXES. INDUSTRY'S APPEAL TO GOVERNMENT. BOLD POLICY NEEDED.

A protest against the maintenance of taxation at its present high level, and a warning of the disaster to industry which will be caused unless there is a substantial reduction, was sent on December 19th to the Chancellor of the Exchequer by the Federation of the British Industries.

The Federation is pressing for the abolition of the Corporation Profits Tax as well as an easing of the crushing burden of income-tax. The letter sent to Sir Robert Horne is in the following terms:

The Federation of British Industries has just concluded its annual investigation into the effects of the past year's taxation, and the views of industry as to the future. In the course of this investigation general meetings were held at Sheffield, Nottingham, Bristol, Swansea, Leicester, Dundee, Edinburgh, Glasgow, Newcastle, Northampton, Birmingham, Liverpool, Manchester, Bradford, and Leeds, at which unanimous resolutions in the most emphatic terms were passed demanding the abolition of the corporation profits tax and an immediate and substantial reduction in the rate of the income-tax.

The fall of prices and values during the past year has been unprecedented both in extent and rapidity; with the result that the effects of taxation have been felt by industry with peculiar severity.

The capital resources of many industries have already been strained to the utmost by the need for larger working capital to meet post-war conditions of production, and the operations of the excess profits duty have prevented the accumulation of reserves sufficient to meet so serious a crisis, while enormous local taxation and the corporation profits tax still further depleted the available resources of industry during the year.

Under these circumstances the burden of income-tax at a high rate, assessed upon the average of the three years which included the greatest industrial boom in history, has assumed crushing proportions, and many firms have already been driven to impair their future productive capacity by paying the current year's taxation out of capital or by loan.

It is fully realized that high taxation has only been one among the many contributory causes of the present depression. It is, however, the only one of these causes which can be mitigated promptly by the independent action of His Majesty's Government.

The chaotic condition of the exchanges, the adverse financial and political conditions prevailing in many of our principal markets, and the general disorganization of the world's commercial system are all susceptible of remedy, but the remedy will take time and most of these factors will still be in operation to restrict trade and hamper production during the forthcoming year.

Under these circumstances it was the unanimous opinion of the district general meetings that any attempt to maintain taxation at its present level during the forthcoming year must be best seriously retard an industrial recovery, and at the worst may involve a permanent diminution in the productive capacity of the country.

The evidence brought forward at these meetings by speakers from all industries showed that the present rate of taxation is stifling initiative, postponing development, and crippling the efforts of manufacturers to recover and extend the foreign markets which are now of such vital importance to the welfare of the country.

The Federation warned the Government last year that industry anticipated the most serious results from a continuance of high taxation. The meetings of this year afford overwhelming evidence that this warning was fully justified, and have disclosed the gravest alarm as to the future if the present level of taxation is maintained.

The Federation desire to urge you most earnestly to consider the grave danger to the economic position of the country which will be involved by disregarding this warning a second time, and to realize that the question is not now one of mere hardship or even of disaster to individual firms, but whether the whole industrial system of the country can possibly withstand any prolongation of the strain to which it has been subjected.

They feel that it is outside their province to suggest to you the means by which a sufficient reduction of taxation could be rendered possible. They wish, however, to place on record their conviction that under the present circumstances, Government activities must be reduced substantially below their pre-war level. They are fully aware that such a reduction will involve the sacrifice of many activities admirable in themselves and valuable to the country, but it is in their opinion better to face these sacrifices now when so doing may avert still more serious consequences, than to postpone them to a future date when the ruin of industry and a dwindling revenue will force them upon the country.

They trust that the Committee which has been sitting under the chairmanship of Sir Eric Geddes will be able to suggest to you economies sufficient to enable the necessary reduction in taxation to be effected immediately, since they are convinced that such a reduction would have a psychological effect both at home and abroad which would be of the utmost value at the present moment in restoring confidence and enterprise, and indeed might of itself alone provide a sufficient stimulus to start the revival of trade which is so urgently needed.

They are firmly convinced that a substantial reduction of taxation would in a short time so increase the general volume of trade as to yield a larger revenue than could possibly be hoped from its maintenance at a higher level.

The Federation feel that they would fail in their duty as the responsible and

(Continued as foot of next column.)

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representative organization of industry in this country if they did not use their utmost endeavours to impress upon you and upon His Majesty's Government their firm conviction that any step, however bold, is preferable to the consequences of the maintenance of taxation at its present level.

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CAPITAL PAID-UP ... ¥20,000,000

President: Mr. T. KAWAKATSU

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUDA

as Company has on hand a large number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—
Eleven steamers of 2,100 tons each deadweight.

And under the Company's Management—

Twenty steamers of about 2,100 tons deadweight each.
Two steamers of about 2,400 tons deadweight each
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

Kobe, Japan

THE NEW HONGKONG MEDICAL THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

For all the common ailments of the human body. It is the only one that does not cause constipation. It is the only one that does not cause constipation. It is the only one that does not cause constipation.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1938.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez.

(Subject to change without notice.)

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Carried on through Bills of Lading from HONGKONG to ZENRA
JELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
& CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

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ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FOR EAST/UNITED KINGDOM & CONTINENT.

"CITY OF MANCHESTER" 10th Feb. Marseilles, London, Rotterdam & Hamburg

PASSENGER SERVICE

"CITY OF MANCHESTER" 10th Feb. Marseilles, London, Rotterdam & Hamburg
"CITY OF SIMLA" 10th Feb. do do
"CITY OF CALCUTTA" 10th May do doSubject to change without notice.
For particulars of freight and passage rates apply to—

or REES & Co., CANTON.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF DUREAM" via Suez Canal... 80th Jan.
"KEEMUN" via Suez Canal... 10th Feb.
Call at Boston if sufficient indentment offers.
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. REES & CO. CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPT.	EXEPT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	10,000	On or about 2nd Feb.
	"ANDRE LEBON"		On or about 20th Feb.

DESTINATION	STEAMER & DEPT.	EXEPT	SAILING DATES
AMSTERDAM via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, & PORT SAUD	"CAP. ARCONA"	15,000	On or about 7th Feb.
	"AZAZ LE RIDEAU"	15,000	On or about 22nd Feb.

For full particulars regarding sailings, etc., apply to—

Telephone 716.

A. BODENFUSSE,
Acting Agent,
Queen's Building.

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in state-rooms and Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

Saturdays 9 & 10 Da.

"HONGKONG" 1st Capt. W. C. Passmore | THURSDAY, Feb. 2nd, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blue Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIR & CO.
General Managers.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

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STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (North)

S.S.	Tons	From Hongkong (about)	Destination
"NAGOYA"	4,400	14th Feb.	Marseilles, London & Antwerp
"DUNERA"	8,840	25th Feb.	Singapore, Colombo, Bombay
"KASHGAR"	8,700	1st Mar.	Marseilles, London & Antwerp
"SICILIA"	8,017	14th Mar.	Singapore, Colombo & Bombay
"KHIVA"	8,062	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	8,850	29th Mar.	do
"NOVARA"	8,850	29th Mar.	do
"KALYAN"	8,987	12th Apr.	do
"PLASSY"	7,348	10th May	do
"SICILIA"	8,000	13th May	Singapore, Colombo, Bombay
"DONGOLA"	8,700	24th May	Marseilles, London & Antwerp
"KHYBER"	8,700	7th June	do
"SOUDAN"	8,700	19th June	Singapore, Colombo & Bombay
"KASHMIR"	8,418	31st June	Marseilles, London & Antwerp
"KARMA"	9,000	5th July	do

BRITISH INDIA - APCAR SAILINGS (South)

Singapore, Penang & Rangoon (with Transshipment at Singapore and Calcutta)

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	8,840	12th Feb.	Shanghai only
"TANDA"	8,936	6th Mar.	Shanghai & Japan

Passengers for Fargoon must defray their own Hotel expenses at Singapore while waiting for the carrying steamers.
All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Saloon Passengers may travel by B.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the sections of their P. & O. Tickets

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information, Passage Fare, Freight, Handbills, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said."ANDES MARU" Thursday 16th Feb.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE."TACOMA MARU" Monday 13th Feb.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE"MALAYA MARU" Wednesday 8th Feb.
"SAIGON MARU" (calling at Singapore and Rangoon) Monday, 12th Feb."INDUS MARU" Tuesday, 31st Feb.
DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE."KISHU MARU" Monday, 6th Feb.
CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon."TOYO MARU" (Singapore and Rangoon) Thursday, 2nd Feb.
"SHINRYU MARU" Saturday, 4th Feb.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Yokohama—Regular PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OYERLAND PORTS U.S.A. in connection with Chicago Milwaukee & St. Paul Railway.

"MAMILLA MARU" Thursday, 2nd Feb.
"AFRICA MARU" Sunday, 25th Feb.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama, and Cuban Ports.

NEW OBLIVANS LINE via SUEZ.
"HAMBURG MARU" Friday, 10th Mar.

JAPAN PORTS—Kobe & Yokohama via Shanghai

"ALASKA MARU" Sunday 28th Feb.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office."KAIJO MARU" Monday, 6th Feb.
TAKAO via SWATOW & AMOY"BOHEU MARU" Tuesday, 6th Feb.
For sailing dates and further particulars please apply to—
Y. YABANO, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Hobart & Melbourne via Port	In Hongkong for Australia
"TAIWAN"	12th Jan.	About 2nd Feb.
"CHANGSHA"	About 31st Jan.	About 10th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For full particulars apply to— BUTTERFIELD & SWIRE Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.SAILINGS SUBJECT TO ALTERATION
For
SWATOW & SINGAPORE ... "KINGYUAN" ... On 4th Feb. To Sea
SHANGHAI ... "SINGAN" ... On 4th Feb.
RAIGON ... "KUBICHOV" ... On 4th Feb.
"ANICA GUST & ILOILO" ... "TAMING" ... On 4th Feb.
PAKHOI & HAIPHONG ... "KAIFONG" ... On 4th Feb.
These dates cannot be relied on.SHANGHAI LINE—PASSENGER, MAILS and CARGO
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via

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PASSENGER AND FREIGHT SERVICE

For SEATTLE and VICTORIA, B.C.

via SHANGHAI, KOB & YOKOHAMA.

S.S.	Sails	arrive Seattle
"KEYSTONE STATE"	For Seattle Feb. 18th.	Mar. 10th.
"SILVER STATE"	Seattle Mar. 9th.	Mar. 28th.
"PINETREE STATE"	Seattle Mar. 23rd.	Apr. 11th.

MANILA SERVICE.
"KEYSTONE STATE" Feb. 6th.
"SILVER STATE" Feb. 27th.
"PINETREE STATE" Mar. 13th.
Average time of sailing based on Overseas Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

5th Floor, Union Building,
Telephone 2477 & 2478.PASSENGER OFFICE,
QUEEN'S BUILDING, 1, ICE HOUSE ST.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE.

SAIGON-SINGAPORE-
BATAVIA and other
JAVA PORTS

"CADARETTA"

"GLYMONT"

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

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QUEEN'S BUILDING, 1, ICE HOUSE ST.

SERVICE to NEW YORK

For NEW YORK and/or BOSTON via Panama

S. "SATSUMA" ... Feb. 26th

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC.

THE ADMIRAL LINE

Telephones

2477 & 2478

AGENTS

5th Floor

Union Building.

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Regular sailings to Boston and/or New York by fast freight steamers



For BOSTON

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S.S. "CELTIC PRINCE"

(via Suez) Early Mar.

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Telegrams (Panama)

